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LONDON AIR-MAIL LETTER

Lord Wakefield: His Majesty Entertains: New Air Force Commander: Tribute To Pavlova Present To London Museum: The Air Age: British Lenses:

(From Our Special Correspondent)

London, June 9.
No man of our time has helped more in the conquest of time and space than Lord Wakefield. He is no recent convert to the belief in flight as the best way of bringing the world together.

So long ago as 1910 Sir Charles Wakefield as he then was addressed a public meeting in the City on the urgent Imperial aspects of aviation.

The race to Melbourne—the entries for which closed yesterday—bears sufficient evidence that the views he then held have now become common property.

He has the additional satisfaction of knowing that not a few of the best-known among the entrants owe their fame to his support.

Lord Wakefield is said to have spent more than £1,000,000 in financing speed attempts of various kinds.

My Ivan Offier picture shows him as a man of unimpaired energy despite his 74 years.

Lord Wakefield ascribes his youthfulness to the philosophy he learnt from the lips of Robert Louis Stevenson, whom he saw in Samoa. "Fill your life with laughter and sunlight," R. L. S. said to him. "That is the best kind of success—to radiate happiness."

Though a loyal Lancashire man, Lord Wakefield admits that London has the first place in his affections. No Lord Mayor has more charmingly described the City over which he has presided. He said a few years ago:

London has captured me—heart and soul. Wherever I may be, London will always remain my capital of the world—the true centre of civic patriotism.

THE DERRY DINNER

The King gave his usual Derby Day dinner at Buckingham Palace recently to members of the Jockey Club. About fifty guests, all men, attended the dinner, which was given in the state dining-room at the Palace.

The Prince of Wales, the Duke of York, the Duke of Gloucester, Prince George, and Lord Harewood were among the members of the Royal Family present. Crowds outside the Palace watched the guests drive in, and a little later they saw the Queen, with her brother, Lord Athlone, and Princess Alice Countess of Athlone drive out. In former years the Queen has dined at a friend's house on Derby Night.

Last night she had early dinner at the Palace with her brother and sister-in-law and afterwards went to the Queen's Theatre in Shaftesbury Avenue to see "Old Folks at Home." Her visit came as a complete surprise at the theatre, not even the manager

knowing until shortly before her arrival that she would be present. Member of the audience remained in ignorance of the Queen's presence in her box until the lights went up for the first interval.

FLYING-BOAT COMMAND

Wing Commander G. E. Livock, D.F.C., A.F.C., is to command No. 209 (Flying Boat) Squadron at Mount Batten in the vacancy caused by the appointment of Squadron Leader J. H. O. Jones to No. 202 (F.B.) Squadron at Malta.

Although recently on air staff duties at Cranwell, and formerly second-in-command at the Central Flying School, most of Wing Commander Livock's service has been in connexion with the marine side of the R.A.F. He began as an R.N.A.S. pilot in October, 1914, and flew from Grain, Yarmouth, Felixstowe, and Westgate during the War, as well as the seaplane-carriers Riviera, Ben-my-Chree, and Engadine. In 1927-31 he was with the Far East Flight, which became No. 205 (F.B.) Squadron after its arrival at Singapore, and to the command of which he succeeded.

ANNA PAVLOVA MEMORIAL

Mr. Ormsby-Gore informed Sir Gifford Fox (C. Henley-on-Thames), by the House of Commons, recently that he understood that an international appeal for the funds necessary to provide a memorial in some capital to the late Anna Pavlova was being made.

"I have been asked," he added, "to allow its erection in one of the Royal Parks, and have come to the conclusion that the centre of the rose-garden in the Inner Circle Garden, Regent's Park, would provide an admirable setting. Both the site and the proposed memorial, which will take the form of a fountain designed by Professor Carl Milles, of Stockholm, have been approved by the Royal Fine Art Commission."

"I should like to add that I deeply appreciate the proposed gift of the fountain by a sculptor of world-wide reputation not only for itself but also as a memorial to one whose art and personality gave enjoyment to so many thousands of our countrymen."

Lady Astor (C. Plymouth, Sutton), asked if, in view of the fact that there were so few places for public monuments, and that there were many women who had died for England, it was not rather far-fetched to give this site to a Russian dancer, no matter how beautiful she might have been.

There was no reply.

LLOYD'S FAMOUS ROSTRUM

Lloyd's rostrum, now being given to the London Museum, has held many distinguished people in its time.

Its normal use is to "call" members wanted by clients, but the advantage it afforded as the most convenient place from which eminent visitors could say a few words caused it to be employed for this purpose.

Among those who have thus usurped the place of the "crier" is the present Emperor of Japan, who visited Lloyd's as Crown Prince in 1921.

Signor Marconi had a tremendous reception when he made a speech from the rostrum in 1919.

The enthusiasm then shown by Lloyd's was only once surpassed. That was when Capt. Freeman received his medal for meritorious service in 1902.

He had steered his ship, the Roddam, from the inferno of the Mont Pelée eruption, using his elbows to control the wheel because his hands were so badly burnt.

THE CAMERA IN THE AIR

Although we have plainly not yet entered fully into the benefits of the air age, many people will be surprised to learn that aerial photography has already become an industry on such a large scale that for the first exhibition of its kind two large floors of Bush House were to-day taken up with lenses, cameras, and pictures from the air—all of them staple products of a nowadays staple, industry.

Photographs from the air are now in universal use for engineering schemes, housing development, shipping extensions, warehousing, and the excavation of new golf courses. Town-planners and surveyors as well as officials from the Ministry of Health and the Survey Office are making increasing use of aerial photographs, and it was learned to-day that a library of 50,000 reels of aerial films has already been got together and is being circulated for educational use among the schools.

For the layman the bulk of the exhibition in Bush House, which is to remain open till the end of the week, will consist of the photographs rather than the elaborate mechanism by means of which they are taken.

HOVERING FOR PHOTOGRAPHS

British lenses and emulsions are to the fore, and a British invention has been patented by means of which a machine may be kept steady in mid-air for photographic purposes on the gyroscopic principle. Whatever course aerial photography takes in future it is unlikely that it will be used as a means of advertising seaside resorts and beauty spots, for the camera in this case, while it is not exactly a liar, makes many of its points by means of strange exaggeration. Seen from the air, Chatham and Accrington and Middlesbrough and the long drab streets in the Potteries become even more depressing than they are in real life. On the other hand, seen through the lens of the long-distance camera, they take on a snowy blossomy character which transfigures the drabness of slate and brick.

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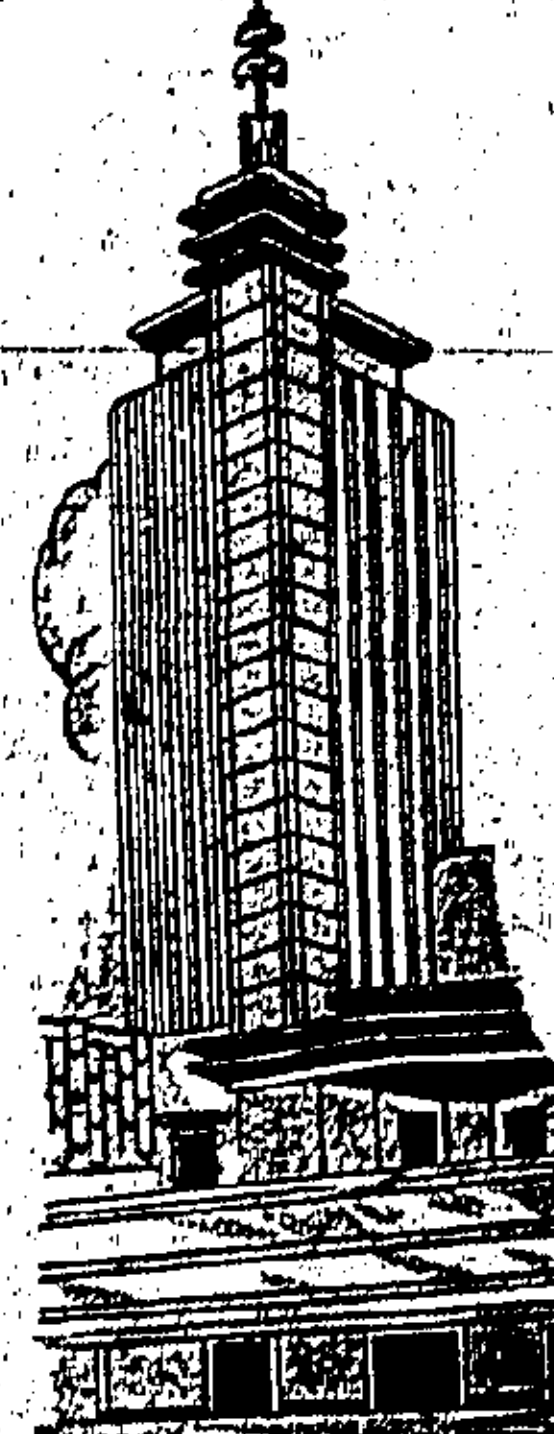
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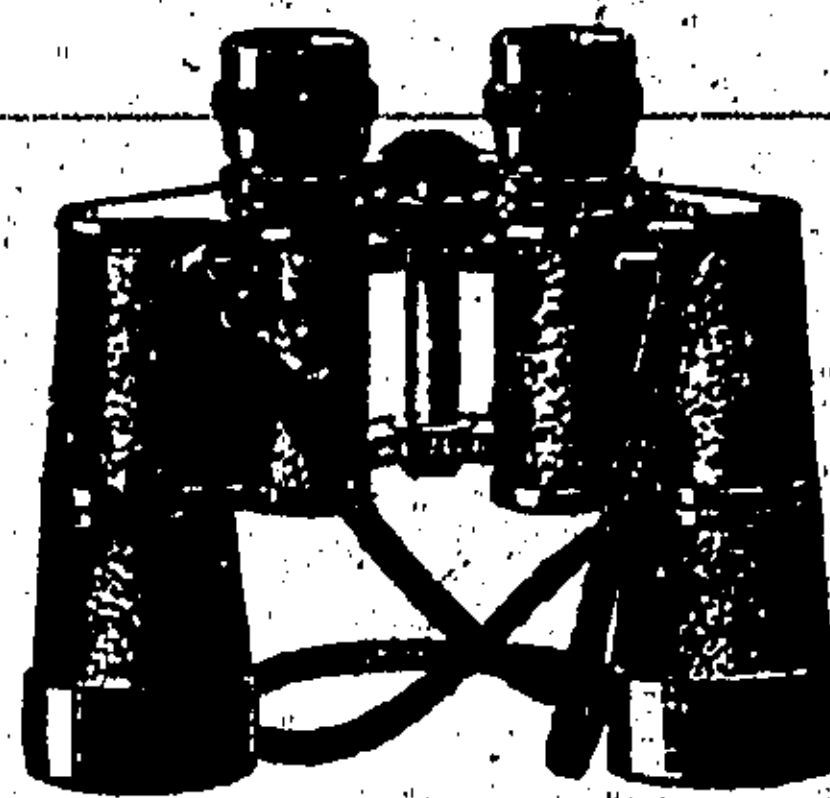
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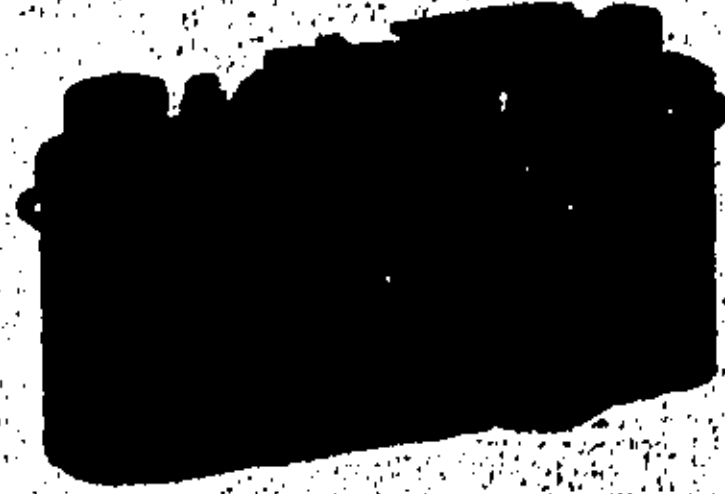
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CARS OF TO-DAY

Hudson Terraplane

The Hudson Terraplane Eight, standard saloon is a fast and roomy car and costs a reasonable price. It runs smoothly and quietly, and will accelerate very rapidly. It has what is termed axleflex independent front wheel springing and unit construction of body, frame, and floor.

The American four-door, six-side window body has an adjustable bench seat in front and a seat at the back to take three persons. The rear-most windows can be wound back into the quarters and the former section of the front side windows can be moved out sideways or wound down. All the instruments, except the clock which is in the down curve of the roof and so easily seen at the back of the car, are combined in one unit, which shows speed, mileage, oil sump, petrol, and water in radiator levels, and two red light indicators, one for oil circulation and the other for the ignition.

On the near-side under the bonnet are the dynamo, which has all air-cooling pulley, the dip-roof and oil filler hole, and the starter. The dynamo shares a drive with the combined fan and impeller the belt can be quickly tensioned, and the gland of the pump is handy. The filler for the radiator is under the bonnet, where is also a thermostat. On the off-side there is the down-draught carburettor, which has delayed action, an air cleaner, an automatic choke governed thermostatically, and all these parts are reachable together with the sparking-plugs in the head of the eight-cylinder engine. The valves are at the side, but owing to the high curved inner side of the wing the tappets are not easily "get-at-able," at least not without first removing all the manifolding. The distributor and single make-and-break, with wholly automatic movement, the petrol pump and the water tap are, however, accessible. The oil pump is outside. Oil drainage must be done from below.

Engine, single-plate clutch with cork inserts and running in oil, and three-speed centrally controlled gearbox form a unit which is held at three points with air-cushioned rubber. Two points are in front, and the support is to diagonal front cross-members, while the third point is by the gearbox. The makers term the suspension three-point "pneumomounted." The gearbox must be filled from below with a pump, and the speed lever has no stop for reverse. There are synchromesh for second and top and a quiet-second. The propeller shaft is open, and final drive is by spiral bevel. The frame is cross-braced, and as I have inferred above forms one with the body and the floor. In this way weight is saved, helping the power-to-weight ratio, and strength is secured. The springs at the back are of customary American design, being half-elliptical with considerable camber. They are underslung and have hydraulic shock absorbers working at an

angle. In front there are normal flat half-elliptical springs shackled forwards and working with directly set hydraulic shock absorbers, but instead of having the solid axle beam between the springs there are two flexible or swivel-ended bars. The object is presumably to allow one front wheel to rise and fall without affecting the other one. The system is called axleflex. There are four two-shoe cable operated diagonally compensated Bendix brakes, worked by pedal or central hand-lever. The electrical system is sixvolt. This Hudson is made in two wheelbases, but the standard saloon has the shorter measurement—namely, 118in., and with this, steering is by worm and sector.

On The Road

The car for trial had done nearly 2,000 miles. The engine was most responsive and gave quickly and freely of its power yet, with admirable quietness and freedom from any vibration or shake. Even with the fairly high back axle ratio the car can be driven slowly on top and will pick up without loss of time or fuss and without snatch. This good quality is due mostly to the eight cylinders, the unit's suspension, the delayed action of the carburettor, and the good power-to-weight ratio. The clutch action was efficient, though the pedal, like that of the brake, stands out rather far. The change-speed is simple; the synchromesh does not make much difference, but second is a quiet gear throughout its range and the ratio makes the car extremely lively and fast on this gear. The American has certainly advanced very much in power-to-weight ratio during the last year or so, and it is not long since, to get anything like these results, that one would have had to use an engine half as big again. It can, however, be overdone, and the provision of too much power in comparison to weight should be watched in the future. The steering on this Hudson is self-centring, but I found it quite firm with its lightness. The suspension allows the body to heel a certain amount on a turn or with hard braking at speed and also some up and down motion was experienced at the back, but there is the least pitch and toss, the up and down movement is never harsh, and one travels comfortably. The hand brake is for parking, and the brakes by pedal were good in either direction.

On first and second the greatest speeds are about 45 and a good 65 miles an hour, while 80 is a comfortable rate on top. Second is very easily and quickly reached, and I touched 75 a number of times on quite short, open stretches without any favourable conditions. The road surface was dry, there were two persons in the saloon, but the slight wind was ahead. The 15 at the beginning of the upgraded stretch was increased to 76. The 30 at the foot of the 1 in 22½ Dashiwood Hill

MOTOR JOTTINGS

MOTORING TOPICS

Notes On Independent Springing

Quite a lot has been heard of late in the motoring world, and in all probability a great deal more will be heard in the near future, in regard to independent springing for cars, otherwise termed independent suspension. writes a correspondent. But it has become quite evident that a considerable proportion of private motorists, representing probably a large majority, have little or no conception as to what independent springing implies from either the mechanical aspect or the stand-point of practical use. Some explanations may therefore be acceptable to readers of this page.

It may be recalled, first, that on the orthodox car of to-day each axle comprises a beam (the front one solid and the rear one hollow with gearing and driving shafts inside it) separated from the frame and supporting the latter by a pair of semi-elliptic "leaf" springs, one near each end. Considering only the front axle, though the following remarks apply to the rear one similarly, when one wheel runs over an irregularity of road surface—a ridge for example—it is lifted, and even allowing for the ability of the spring on that side partially to "absorb" the shock, causes the frame at that corner of the car to be lifted too.

DRAWBACKS OF ORTHODOX SPRINGING

Owing, however, to the axle beam being unyielding, when it is lifted at one end the opposite end also lifts, though to a lesser extent. Therefore the frame above this other end is raised, which implies that the whole front of the car lifted (or drops in the case of a pot-hole) by the road inequality encountered by one wheel. Not only so, but the lifting of one wheel causes both wheels to be tipped to one side, out of the vertical, and in some circumstances this feature leads to such serious steering faults as wheel wobble, shimmy, tramp, and allied irregularities that may assume quite alarming proportions.

There is yet another drawback of the orthodox springing system: the existence of an inflexible axle beam running across the car prevents the springs of that axle from being made as desirable, else they would allow the axle to hit the frame and other parts above it—the front end of the engine in some cases. The springs must therefore be stiff and have quite a small amplitude of vertical movement or deflection.

Independent springing theoretically over-comes the drawbacks mentioned. There is no axle beam connecting the wheels, and each wheel is sprung relative to the frame quite independently of the other; it may be connected to the frame by a series of links or levers, with its vertical movements controlled by a coil spring or springs, and shock absorbers to check excessive reaction.

MORE YIELDING SPRINGS

An important factor of the greater immunity of the car and its occupants from road shocks arises from the fact that the absence of a transverse axle beam permits far greater spring

was increased to 71 at the top but I had to ease off the accelerator for a moment on the bend owing to a broken-down car, otherwise the speedometer would have shown rather more. With a good standing start on top at the foot of the old Dashiwood Hill the crest was cleared at 47 miles an hour.

Specification: No. of cyls., 8; size, 76.2x114.3mm; capacity, 4.188cc.; nominal h.p., 23.8; b.h.p., 108 at 3,800 r.p.m.; no. of main bearings, 5; overall forward gear ratios, 4.11, 8.6, 9.9 to 1; petrol capacity, 13 gals.; maker's estimate of petrol consumption, 16 m.p.g.; tires, 16-6.25in.; turning circle, just over 30ft.; wheel-base, 9ft. 8in.; track, 4ft. 8in.; ground clearance, 8in.; weight, 27 cwt.; price £235.

deflection; springs of low frequency, more flexible springs, can be used, and even if both front wheels simultaneously run over an inequality of road surface there is much less dip and lift of the front of the car than with stiffer springs having a small yield. When a car appreciably dips or lifts at the front in running over a rough road there is reaction upon the rear part: that is why independent front springs by their greater flexibility improve rear passenger comfort, whatever type of springing be used at the back.

For various reasons independent front springs may improve the steering, making it more precise and affording freedom from shimmy and similar irregularities, so long as the layout of the steering is modified in one way or another appropriate to the design of the independent suspension.

From what has been said it would appear, no doubt, that there can be no call for qualification in commending independent springing. But there are drawbacks in some examples. For instance, the means by which each front wheel is coupled to the chassis may cause its point of contact with the road to move away from the centre of the car when the wheel is lifted, and "vice versa." In other words, the wheel track varies, and this is prone to be detrimental to steering ease and precision and to cause undue tyre wear owing to the lateral "scrubbing" action that takes place between tyre and road.

In certain other designs there is variation in either the caster angle or the wheel camber with spring deflection, both of these being undesirable features; yet, another type gives rise to heavy steering at corners owing to the tendency of both front wheels to lean over—to become out of parallel with the car as a whole.

PROSPECTS

Car manufacturers planning to fit independent front springing have many "snags" to avoid, many problems to solve, and compromises to adopt. Whether there is an ideal form yet in a point on which the writer does not intend to express an opinion at the moment, but he feels no reluctance in saying that there are some applications of the general that do not represent the last word—and may not, indeed, be so good as, let alone better than, the still orthodox system of suspension.

Practically all current systems are more costly from the manufacturing standpoint, and have many or a few more points requiring lubrication or subject to wear. There is little or no doubt, however, that sooner or later independent front springing, and perhaps independent rear springing, too, will be universal practice.

LUXURY COACHES FOR SCOTTISH TOURS

Some of the most luxurious motor coaches yet seen on British roads are to be utilised shortly for the Scottish Motor Traction Company's services and tours. The new fleet, which consists of 12, 18, and 20 seaters for tours and district services and 32-seaters for long-distance runs, embodies all the latest developments in omnibus construction.

Of particular interest is a new four-cylinder A.E.C. service model, 33 of which are to be delivered to the Scottish Motor Traction Company on Thursday and will be put into operation almost immediately. These buses, in addition to being luxuriously upholstered, have their seating accommodation arranged to give passengers the maximum of comfort. The machines of the compression ignition type, which makes an outbreak of fire under normal conditions practically impossible. They are also equipped with the fluid flywheel Wilson gear-boxes, which remove all jerks in starting and acceleration and ensure a smooth gliding movement.

A CAR WITH A BIG APPEAL

A car that will appeal to a big majority of all prospective purchasers of a motor car, i.e., those who are prepared to pay an annual tax of round about £12, is the Humber Twelve, and very apt is the description "A Young Snipe."

Until last year, when this model was introduced, many motorists had demanded a standard of performance no vehicle of 12 h.p. rating could give them. And performance here is taken to include not alone responsiveness and speed qualities, but also such important factors as economy, seating accommodation, and smooth and silent operation.

The four-cylinder engine of the Humber "Twelve" has a rating of 11.9 h.p. Apart from everything else this is a particularly economical size of engine. Yet in the Humber, economy is enhanced by such features as "cylonic induction," and the application of "cushioned power" imparts to the engine the smoothness of a six.

Regarding the body, the front bucket-type seats are adjustable over a range of 5½ ins., and side arm-rests and a centre folding arm-rest are provided in the rear. All interior and exterior fittings are chromium plated, and Triples glass is fitted throughout, while equipment includes direction indicators, sliding roof, dual windshield wipers, hinged rear quarter lights, and luggage grid.

The Humber "Twelve" saloon is a worthy upholder of Humber quality, than which no higher commendation can be given to its general finish and appearance. For those who prefer more sporting lines there is, of course, the chic Vogue saloon, which reflects the inspired flair for line of Capt. Moynaux, the eminent fashion creator.

"AIRFLOW" CARS CYCLING CLUB

A New Series of Chrysler Models

Another Enjoyable Run

Ever since the new Chrysler models were displayed great general interest has been taken in these novel cars. Walter P. Chrysler has a reputation for boldness in engineering developments, and in these new productions he has embodied so many novel features that it is difficult to pick upon one or other of them as the most outstanding.

Examining one of the new models one was impressed by their graceful and attractive appearance; no photograph can really do justice to the new lines of the bonnet and coachwork. Recognizing the big part played by air resistance at high cruising speeds, the designers have made a real attempt to produce an efficient stream-lined form and, in so doing, have been able to secure other important advantages in respect of riding comfort, coachwork accommodation, and general efficiency.

The Cars in Detail

Dealing with the cars in detail, it was noticed that the engine is placed about eighteen inches farther forward than is usual. A conventional suspension is used in these "Airflow" models, with an axle and semi-elliptic springs, and to provide axle clearance, the engine sump is stepped at the back, the main oil reservoir consisting of the front portion.

The front springs are much more flexible than is usual, but the steering gear is arranged in such a way as to avoid interference from the bigger axle movements thus permitted. This is done by placing the steering box at the front end of the frame and taking a drag link backwards from the drop arm to the steering head. Consequently, when the axle moves up and down this link follows almost the same radius and the steering is unaffected.

An important advantage obtained with this arrangement is the increased rake of the steering column, which brings the wheel into the almost vertical position favourable for safe and comfortable control.

The last week-end run of the Hong Kong Cycling Club was perhaps the most pleasurable of any yet undertaken. Several new members took part in the spin to castle Peak Bay which departed from the Yaumati Ferry at 9.15 a.m. No trouble of any kind was endured, and the riders reached the Bay in beautiful bright sunshine a little before 11 a.m. After refreshments at the Castle Peak Cafeteria and a bathe, the party proceeded onwards to near Un-Long, then retraced their tracks to the beach again and it was not until 5 p.m. that the homeward trek was resumed.

Mr. C. Read (Captain) deserves congratulations for the apt manner in which he initiated the new riders, and for the comfortable pace on the return trip which brought the party to Shamshui a few minutes after 5.30 p.m.

Next week Mr. Read will again conduct the run to the same venue, probably by another route and interested cyclists who have not yet attended a run, should seize this opportunity for their initial spin. Bathing costumes should be carried.

The party will meet at the Hong Kong-Yaumati (Vehicle) Ferry, Kowloon, at 9 a.m.

Moving the Body Forward

Having moved the engine forwards, the designers were free to shift the body in the same direction, so taking the rear passengers away from the back axle. The body is extremely wide, taking three people on either the front or rear seat, and, owing to its position, the rear doors are clear of the wings.

The windscreen is divided into two panels set at a slight angle; each panel can be opened and is equipped with individual wipers. Forward vision is excellent from the driver's seat and the remaining window spaces are also efficiently arranged. Hinged panels for ventilation are embodied in the front doors and quarter windows. The rear window is of reasonable area and is divided to match the windscreen.

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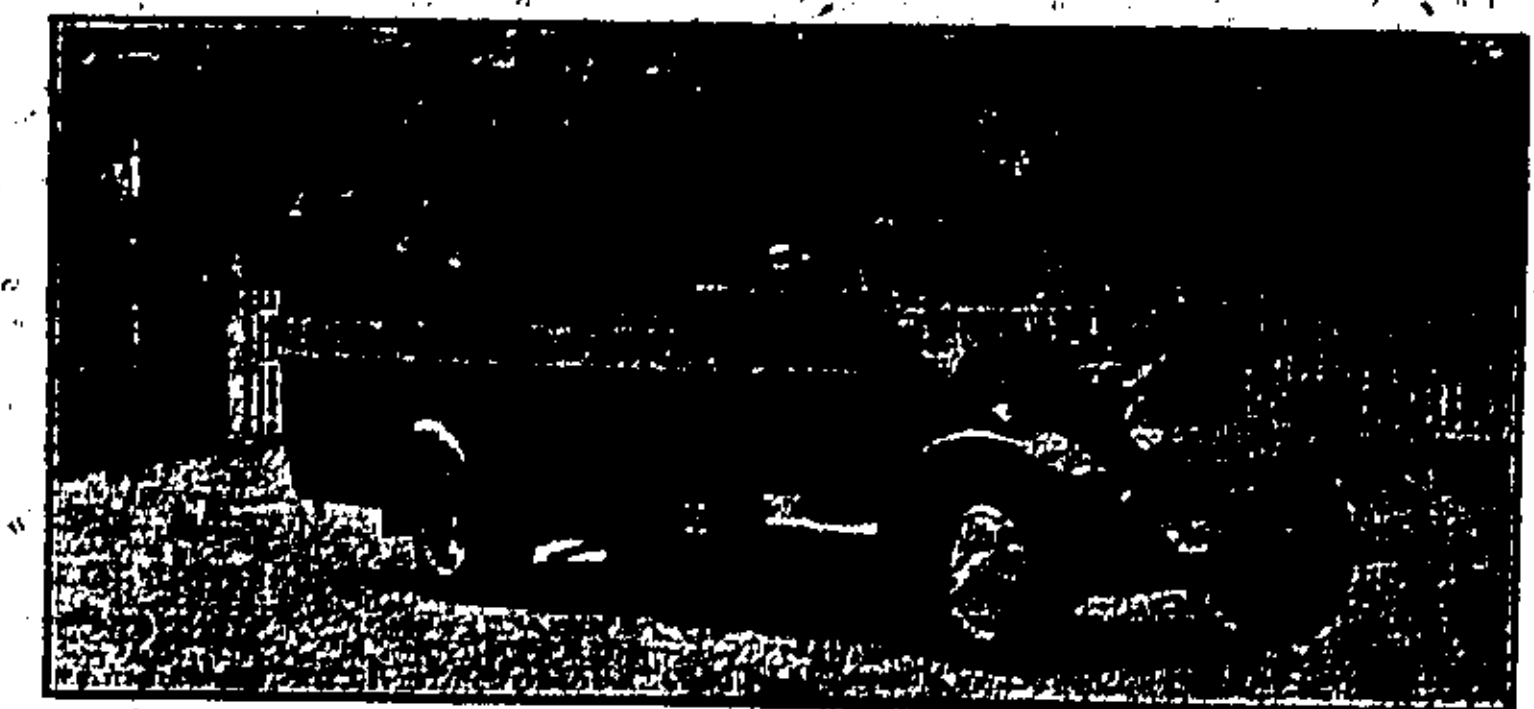
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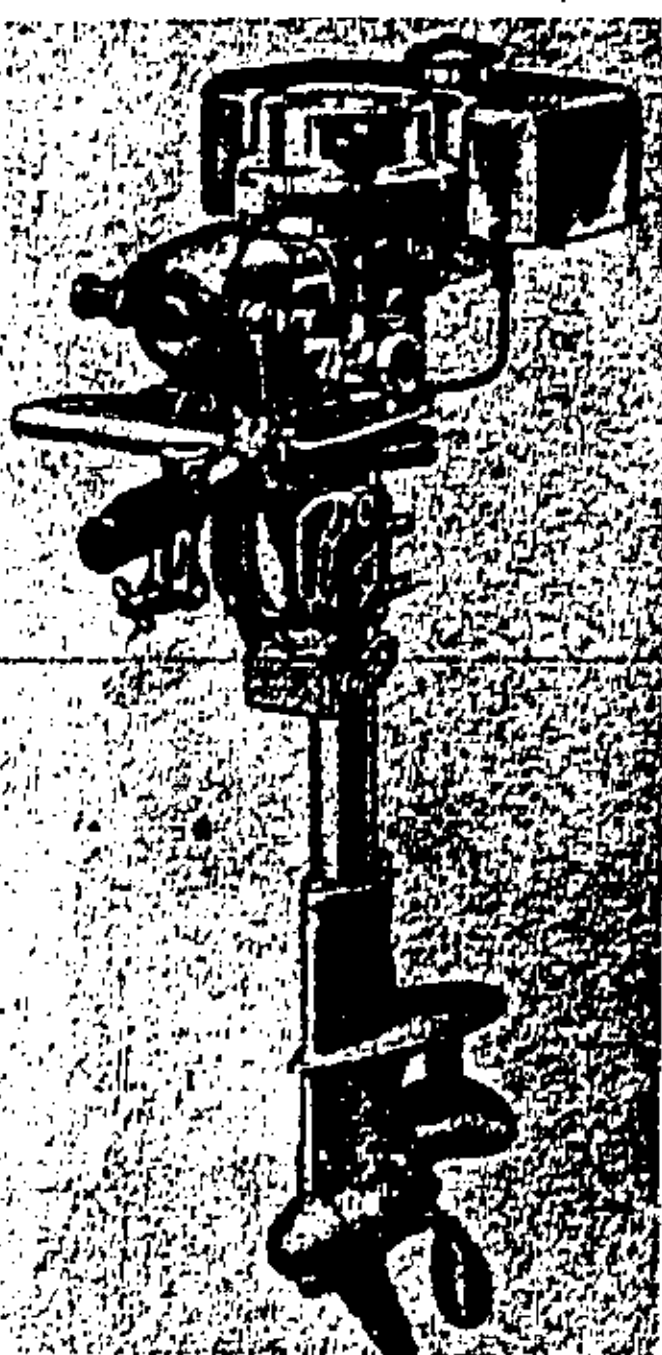
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ON THE ROAD

The Rover Ten

Engine—Four cylinders, over head valves operated by push-rods, three-bearing crank-shaft, cooling by pump and fan, coil ignition, S.U. down-draught carburettor, pump feed from 9½-gallon tank at rear. Startix starting system, flexible mounting of power unit at front and rear. R.A.C. rating 10.9 h.p., tax £11, bore 66.5mm., stroke 100mm., capacity 1389.28cc.

Transmission—Single dry plate clutch, four speed gear-box with constant mesh second and third, central remote control mounted on frame, free-wheel behind gear-box with dashboard control, gear ratios 4.88, 7.45, 11, and 19.8 to 1, open propeller shaft, spiral bevel final drive.

Brakes—Girling balanced mechanical brakes on all four wheels, independent hand brake on rear wheels only.

General—Underslung chassis, semi-elliptic springs front and rear, Luvax hydraulic shock absorbers, Marles-Weller steering, wire wheels, 18 by 4.50 inch tyres, combined bumper and harmonic stabiliser, provision for simple jacking, built-in direction indicators with automatic return.

Dimensions—Wheelbase 8ft. 9in., track 4ft. 3in., overall length 12ft. 10in., width 5ft. 1in., clearance 6½in., turning circle 40ft.

Models and Prices—Saloon £238, four-door sports saloon £293, coupe £283, sports four-seater £283.

Makers—The Rover Company, Ltd., New Meteor Works, Coventry.

Local Distributors—James Gibson and Son, 98 West Nile Street and 397 Parliamentary Road, Glasgow.

Special Features

The Rover Ten represents the latest example of a well-known model which has been subject to continuous development over a number of years. The 1934 chassis and coachwork are considerably improved in a number of respects and the engine with three-bearing balanced crankshaft is both smoother and more powerful. The low-set frame and long wheelbase also provides space for roomy bodies with good headroom and really wide rear doors. Increased engine efficiency has made it possible to raise the gear and the top gear ratio of 4.88 to 1 is somewhat higher than the average for a car of this rating. A freewheel is a feature of the transmission, and the ease taken in the mounting of all controls in view of the flexible engine supports is worthy of note. Another point is the use of zinc interleafs between the front spring leaves.

Then a very interesting braking system is used, in which wedge-shaped cams are drawn out to separate the brake shoes. The substitution of tension for torsion in the brake rods means a minimum of loss of motion while it provides simple adjustment. Finally the Wilmot-Bredon stabilising bumper is used, eliminating any vibration in the front end of the frame.

Fast and Quiet

It does not take long at the wheel of this car to realise that while it is sold as a high-grade light car of moderate price it has a performance which equals some models with sporting pretensions. The car scales 22cwt., has a really roomy body, and the engine is under 1400c.c., yet both acceleration and maximum speed are most creditable. The car also handles admirably, being low set, well sprung, and provided with light and accurate steering.

Mention thus early might also be made of the brakes. The Girling system ensures that the pedal pressure reaches the shoes without loss, for there are no cross-shafts or camshafts, and all brake rods are in tension. Then excellent compensation is simply achieved between front and rear sides and between front and back front and back. The braking has a pleasantly solid feel, and the amount of effort required is just right. Thus this system is likely to be adopted more widely next year is a tribute to the Rover firm's appreciation of a new but sound design.

The third bearing in this engine and the flexible mounting provide an extremely smooth running unit which remains quiet at even the highest speeds. Run-

ning is really refined, and a somewhat higher top gear than usual assists this.

Maximum speed is a genuine 65 to 68 m.p.h., although on the 11st the speedometer on several occasions showed just over 70 m.p.h. On third the maximum is about 50 m.p.h., and on second 35 m.p.h. A pleasant cruising speed is anything from 40 to 55 m.p.h.

Some idea of the excellent acceleration is given by the following figures:—

Speed	Top	3rd	2nd
10-20	8.8sec.	5.9sec.	3.5sec.
10-30	13.9sec.	9.7sec.	7.1sec.
10-40	19.3sec.	16.8sec.	—
10-50	26.3sec.	23.8sec.	—

From a standing start without the free-wheel the times were:—

0-40 m.p.h.	13.8sec.
0-20 m.p.h.	5.3sec.
0-50 m.p.h.	22.1sec.
0-30 m.p.h.	8.4sec.

The gears are very easy to handle in the ordinary way, and with the free-wheel in use the gear lever can be moved as desired without use of the clutch so long as the car is overrunning the engine.

Indirect gears are quiet, and the free-wheel is easily put in and out of action as long as the engine is kept pulling. The clutch is smooth in its take up, and the pedals and central controls are all well placed, so that the car is really extremely pleasant to drive.

The finish of the power unit is better than the average, while Rover coachwork has achieved an excellent reputation for all-round quality. It provides a high degree of comfort and a very complete equipment.

Activity at Luton

Activities at the Commer Factory are still rapidly increasing the demand covering all models from the Light Van upwards, both with petrol and compression ignition engines.

Numbered among recent purchasers are John Knight Ltd., the well-known Soap Manufacturers, who have taken six Light Vans, whilst the Central Electricity Board have recently put three more of this type into service.

Another very popular Commer model is the 15 cwt. de Luxe Van which, with its particularly high standard of performance, is especially suitable for newspaper work—19 of these Vans (part of a repeat order for 30 more Vans of this type) have recently been delivered to Messrs. Associated Newspapers Ltd., one to a Dorset paper and 4 to Messrs. W. H. Smith & Sons, Ltd.

Amongst deliveries of the "Raiders" 1½-tonner are ten to McNamara, the Transport Contractors; six to Thomas & Evans, of Porth, and three to Watney, Combe & Reid, the well-known Brewers.

From overseas the demand for Commer continues brisk. Four Centaur passenger vehicles have been supplied for Public Services in Jamaica, while the Public Work Department there has ordered "B 40" chassis with Diesel engines. This type of power unit has also been selected by Holland and Tasmania, from which countries orders have been recently received. Business in the Argentine shows considerable progress, Buenos Aires having taken a quantity of Van chassis while a repeat order for a fleet of Raiders has been received from the San Paulo Railway, Brazil.

BOMB AND GAS PROOF HOUSE

Copenhagen, June 23.

The first house in Denmark equipped with bomb and gas proof cellars is nearing completion in Aalborg. The cellar walls are made of solid masonry of five feet in thickness. The oxygen tanks will contain enough compressed gas to enable the inmates of the cellars to remain isolated from the outside atmosphere for several days even supposing that all the people in the house use cellars. Every flat in the bomb-proof house has a container in which two modern gasmasks are always available.—Transocean Kuo Min.

LEW CODY

Found Dead In Bed

(Special Air-Mail Service)

London, June 9. Suave and smiling Lew Cody, film villain, hero, and comedian, is no more, writes a correspondent.

He was found dead in bed in his house in Hollywood by his butler—who had been his servant since his earliest Hollywood days. At first the butler thought he was in a heavy sleep, but when he could not awaken him he called a doctor, and the doctor said he had been dead ten hours or more.

On Tuesday Lew went to his beach house—a place on Malibu beach of which many stories are told—and on Wednesday he gave a party there at which Buster Keaton and many other famous people were guests.

After the party he returned to Hollywood, and went to bed to his last sleep.

Meant To Be A Doctor
Lew Cody was one of the few people whose fame survived the coming of the talkies. His death in his sleep ends quietly the life of one who had lived as hard as any of the "old guard" in Hollywood.

George K. Arthur, the English comedian (of "Klippo" fame), who is now in London on a visit from Hollywood, was talking to me soon after the news of Lew's death reached me, and he said:

"Lew was one of the last of the original film crowd, and was very well liked in Hollywood. His parties were famous, and he took all he could out of life."

"Lately he had not been doing much film work but he was well off. About six years ago he made a lot of money through backing a series of Western pictures. Lew will be missed in Hollywood."

Versatility
Lew was born in Berlin, New Hampshire, 50 years ago, of French stock. Real name, Louis Joseph Cote.

He first intended to be a doctor and studied medicine at McGill University, Montreal. But he sandwiched in amateur theatricals with his medical books, and, via the Stanhope Wheatcroft School of Dramatic Acting landed on the stage.

He played in touring companies (sometimes starring, sometimes supporting), stock companies, vaudeville—all sorts of shows—till at last, in 1914, he went into films. He played his first star role in 1915, and had been more of less of a star ever since.

He played comedy parts and hero parts, but his usual role was as the villain of the piece.

Clark Gable's Ears

He was doing his "menace" stuff when fellows like Clark Gable, who now wear the cloak of charming villainy, were kids at school.

They tell this tale of Lew in Hollywood.

He went into a house one day, and just inside the hall was a magnificent set of moose's horns, about ten feet from tip to tip.

"Hullo," said Lew, "I see you've got Clark Gable's ears!"

Lew was married twice. His first wife was the old-time star Dorothy Dalton. This marriage was dissolved and in 1926 he married volatile Mabel Normand, once the most famous comedienne in pictures.

He went one night as a substitute guest to a party given by Mabel and proposed to her during dinner. Two hours later they were married—at three in the morning.

Mabel, like Lew, lived hard, and she died three years after the wedding. She left Lew "one dollar because he is well provided for and capable of earning his own living."

COMPLAINT BY PRINCE OF PLESS

Geneva, June 20.

The Prince of Pless, regarded as the leader of the German element in the Province of Posen, formerly an integral part of the German Empire but since the Treaty of Versailles now belongs to the Republic of Poland, and situated inside the much discussed "Vistula" corridor, filed with the League of Nations on Wednesday a protest against the threatened seizure of his large estate by the Polish Government.

It will be remembered that the Prince was recently sentenced to and actually served three weeks' imprisonment after a sensational trial for having employed a citizen of the Free City of Danzig as servant on his property.—Transocean Kuo Min.

LONDON FINANCIAL NOTES

London, June 9.

The Anglo-Oriental Mining Corporation has at last been able to turn its attention to the funding of its somewhat unwieldy floating debt, which at the date of the last accounts amounted to £335,773, compared with liquid assets of around £38,000. It is now announced that, thanks to the "betterment of conditions during the latter half of the past year," the board has been able to arrange 1,000,000 unissued 5s Ordinary shares for the private placing of the shares at 7s 6d per share, less a commission of 3d. This issue has thus provided about £362,000, and accordingly the whole of the outstanding loans and liabilities, other than Preference dividend arrears, have now been liquidated.

This funding must bring nearer the date when dividends can be resumed, but there is apparently little hope of an early resumption, for the statement reminds shareholders that nothing has been received from the large holding of London Tin Ordinary shares. The postponement of the end of the accounting period for four months to June 30 does, however, suggest that the board expects to have better news for shareholders in August.

SHIPPING TRAFFIC IMPROVING

Representatives of a number of the British shipping companies assure me that a distinct improvement is being noted in the North Atlantic traffic, as well as in the cruising services. Although there is no question at present of restoring any of the liners diverted for cruises into the ordinary services, nearly every one of the British lines report more "bookings" for their scheduled passages between this country and the United States than at any time in the last three years. The improvement has developed definitely in the last two months, and, as one authority remarked to me, it augurs well for the new Cunarder when it is ready to come into service on the Atlantic. The cruising services, although there are not necessarily more vessels running than last year, are proving so popular that the companies are satisfied that last year's record of carrying 175,000 passengers will be considerably exceeded.

CABLES AND WIRELESS

Mr. Sydney A. Moseley, 505, Cecil Chambers, W.C.2, writes:—The vast majority of the 40,000 stockholders of Cables and Wire-

INTERNATIONAL LABOUR

Geneva, June 23.

Before disbanding on Saturday, the International Labour Congress reconstituted the administrative council as required by constitution. Eight of the sixteen seats are permanent, namely France, Great Britain, Italy, Holland, Japan, India, Belgium and Germany. The remaining eight seats have been allotted to Spain, China, Poland, Finland, Argentina, Czechoslovakia, Brazil and Mexico. Germany's seat remains unoccupied.

The entry of the United States was cordially welcomed by the President, Godard, in his closing speech.—Transocean Kuo Min.

FORTY-HOUR WEEK

Geneva, June 23.

The International Labour Congress concluded its session on Saturday when the only really important question on the agenda, namely the International forty-hour week ended with negative result. Employers had refused to support from the beginning while the Governments were not in agreement.—Of the leading States, Italy and France were in favour with Great Britain against.—Transocean Kuo Min.

AMERICAN MEMBERSHIP

Geneva, June 22.

Towards the close of Friday's session of the International Labour congress, the director of the Labour office, Mr. Butler, announced the receipt of a notification from the Consul for United States that Congress had decided to apply for admission to membership of the International Labour Organisation.

It was, however, expressly stipulated that this would not imply that the United States had accepted any obligations arising out of the covenant of the League of Nations. The conference declare its willingness to accept the United States as a member subject to this proviso.—Transocean Kuo Min.

less, Limited, will be surprised to learn that the official report of the proceedings are issued by the company is not fully representative of what really occurred at the general meeting. Stockholders will imagine from the company account of its general meeting that everything passed on as a mere matter of routine, smoothly, and without any untoward incident. In point of fact this is far from what actually occurred.

Immediately after Lord Inverforth formally seconded the chairman's resolution regarding the company's accounts I rose and tentatively moved an amendment that the meeting be adjourned and that a committee of three stockholders be appointed to inquire into the affairs of the company. The sympathetic response of the audience encouraged me to indulge in a somewhat lengthy but constructive criticism of the company's administration.

Again, I suggested that a good deal of the traffic was being lost to the more energetic Americans. I suggested that the composition of the board was rather cumbersome. I expressed dissatisfaction with the conduct of the negotiations between the company and the Government and that stockholders and the public generally should have been kept more informed on this matter, which is of vital importance to the Empire as well as to the immediate stockholders.

I ultimately withdrew my amendment. This withdrawal, however, was because of the earnest repeated appeals made by the chairman, and a number applauded the chairman's description of my withdrawal as "sporting."

On reading the company's official account of the proceedings I wrote to the chairman protesting against the omission.

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Mr. Gilbert Frankau, the well-known author, writes: "I do feel that Sanatogen has undoubtedly helped me—and is still helping me—to stand the strain."

Mr. Compton Mackenzie, the popular novelist, writes: "I should find it hard to express in words the benefits I derive from Sanatogen."

Mr. Victor Bridges, one of the best known of modern novelists, writes: "Sanatogen gives added brain activity and so feeds and nourishes the entire nervous system that the bane of modern civilisation, Neurasthenia, is kept at bay."

Mr. Gladstone Burgess writes: "Not only did Sanatogen cure me, but I find that by taking a small quantity regularly I do not get fatigued and done up as I used to do."

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A 6000 sq. ft. Factory Building at
No. 427, Castle Peak Road,
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TO LET—A few remaining rooms
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ATTRACTIVE Two roomed Flat
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Modern conveniences. Few minutes
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HUMPHREYS ESTATE & FINANCE
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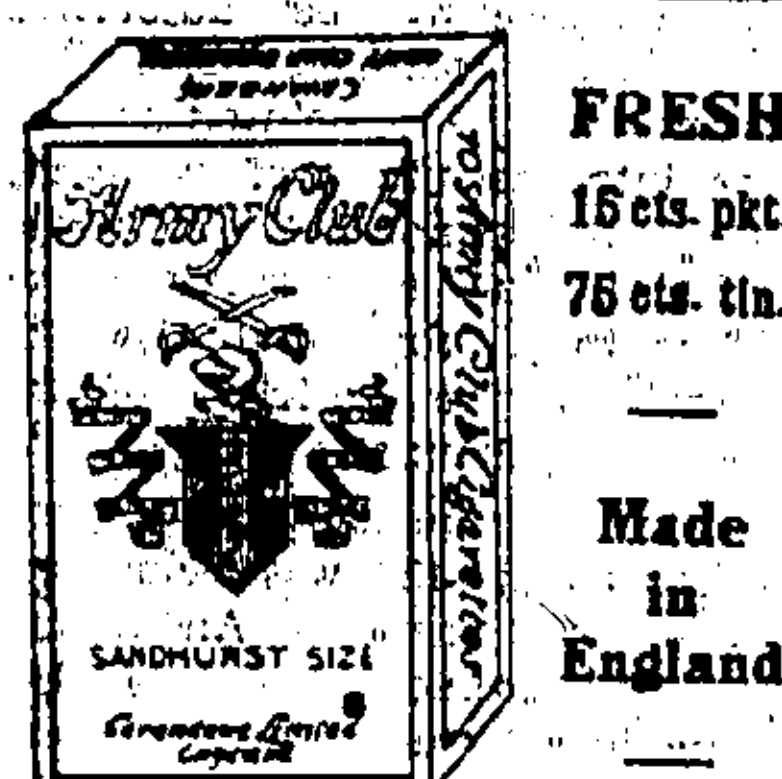
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TO-DAY'S RADIO
PROGRAMME

Broadcast by Z.B.W.
on 355 Metres

1 to 2.10 p.m.—European pro-
gramme.
1 p.m.—Local time and weather
report.

1.03 p.m.—Recorded music.

1.30 p.m.—Rugby Press news, etc.

1.40 p.m.—A relay of the Rotary
Club Tiffin Speech from the
Hong Kong Hotel Roof Garden.

—Mr. C. Weighton, on "Some
Animal Diseases: Their Con-
dition and Treatment."

2.10 p.m. (approx.)—Close down.

4.30 to 7.30 p.m.—Chinese pro-
gramme.

7.30 to 10.30 p.m.—European pro-
gramme.

7.30 p.m.—Closing local stock
quotations, etc.

7.33 to 8 p.m.—

Light Orchestral Music

Poet and Peasant—Overture
(Suppl.)—Percy Pitt and Aug-
mented Symphony Orchestra.

Merry Wives of Windsor (Nicolai)
—Victor Symphony Orchestra.

A Musical Jig-Saw (arr. A. W.
Aston)—Regal Cinema Or-
chestra.

8 p.m.—Local time and weather
report.

8.03 to 8.49 p.m.—

From the Studio

A recital by Mr. Harry Ore's
Pupils.

Programme

1.—(a) Fugue in D, Bach; (b)
Fugue in E Sharp, Bach; (c)
To the Spring, Grieg; (d)
Sparks, Moszkovsky.—Miss
Ma Si Seung.

2.—(a) Fugue in C Minor, Bach;
(b) Sonata Pathétique, 1st
Movement, Beethoven; (c)
Nocturne in G, Chopin;
(d) Fantaisie-Impromptu,
Chopin.—Miss Tsch Kit
Ngan.

8.40 to 9 p.m.—

Operatic

Thais—Amour Est Une Vertu
Rare (Love is a Virtue Rare)
(Masseenet)—Maryse Beaudin
(Soprano).

Menstruelle—Prologue (Böito-arr.
Crestore).

Menstruelle—Selections (Böito-
arr. Crestore).—Crestore's
Band.

Il Trovatore—Vocal Gems (Ver-
di)—Grand Opera Company.

Tales of Hoffmann—The Legend
of Kleinsack (Offenbach).—
Tudor Davis (Tenor).

9 to 9.30 p.m.—

From the Studio

"Topical Talks on the United
Kingdom" by Mr. G. C. Pelham
(H.M. Trade Commissioner).

9.30 to 9.45 p.m.—

From the Studio

Mandolin Solos by Miss Sadie
Yuen.

1. Empress March.....Heath

2. Paauw Waltz.....King

3. Kamehameha Waltz.....King

4. Masquerade Waltz.....Loeb

5. The Mando Melody.....Young

6. N.C.4.....Bigelow

9.45 to 10.30 p.m.—

Variety and Dance Music

Song—I was in the Mood.

Song—Why Don't They Leave Us
Alone.—Hildegarde.

Organ Solos—Broadway Thru a
Keyhole.—Selection.

Organ Solos—Take a Chance—
Selection.—Terence Casey.

Fox-Trot—My Dancin' Lady.

Fox-Trot—Sittin' on a Log—
Fran Frey and His Orchestra.

Vocal—Shuffle off to Buffalo.

Vocal—You're Getting to be a
Habit With Me.—The Four
Musketiers.

Piano Duet—Ain't She the
Daft.

Piano Duet—I Want a Fair
Square Man.—Carroll Gibbons
and John W. Green.

Instrumental—Looking for you.

Instrumental—An Old Violin—
Albert Sandler (Violin) with
Olive Groves (Soprano).

Fox-Trot—Faint Harmony.

Waltz—Unless—The B.B.C.
Dance Orchestra.

10.30 p.m.—Rugby mid-day Press
news.

10.35 p.m.—Close down.

RADIO MANILA

5 p.m.—Studio Musical Varieties.

6.10 p.m.—Spanish Informational
Period.

6.30 p.m.—English Informational
Period.

7 p.m.—Requests.

7.30 p.m.—Songs of Spain.

7.45 p.m.—D-M-H-M programme.

8.15 p.m.—Botica Bole Mystery pro-
gramme—"The Mystery Sin-
ger."

8.30 p.m.—Radio Crusaders con-
ducted by Bernie Nolasco.

8.55 p.m.—Stock quotations.

9.30 p.m.—Opera hour.

10.30 p.m.—Sign off.

BERLIN PROGRAMME

22.45 p.m.—D.F.A. Announcement
(Germ., Engl.)

MISS SCRIVEN AND
CRAWFORD

In French Tennis Finals

(Special Air Mail Service)

London, June 9.

Both the British Empire holders,
Miss M. C. Scriven and J. H. Craw-
ford, to-day reached the finals
of their respective singles in the
French championships. On Satur-
day the Surrey girl will meet Miss
Helen Jacobs, champion of Ameri-
ca, and Crawford will do battle
with G. von Cramm champion of
Germany.

The semi-finals brought a large
crowd, who saw two splendid men's
matches in a heavy atmosphere
charged with thunder. The am-
bixious G. de Stefani, fresh
from his victory over F. J. Perry,
and playing nearly as well to-day
until he tired in the final set, car-
ried von Cramm into five sets.

Crawford could not dispose of C.
Boussus, the conqueror of H. W.
Austin (Irish), threatened all the
way through four brilliant sets, he
took a sparkling break of five
games to check a 3-1 love lead by
the Italian.

Von Cramm, like Perry, was em-
barrassed by the rapid stroke play
of de Stefani, with the concealed
strength which the employment of
the right and left hand in turn
gave him. At times he seemed al-
most to be numbed into a series of
errors and netted easy returns.

Between these phases of weakness
he won three or four games with
dynamic force, emphasising the
trail appearance of his opponent
by his own athletic virility.

German's Decey
The German had been advised
to use the drop shot as a decoy,
and he attempted this ruse several
times, but the shot was rather
alien to his robust game and the
restraint involved seemed to un-
steady him.

In the crucial fifth set, as
against Menzel in the previous
round, he discarded all delicacies
and went out boldly for blinding
speed. His much improved service
won many aces. His fine, long
drive swept the line, and overhead
he was in deadly form. He ended
with a "four-de-force" against a
man who had already given of his
best.

Boussus required a set to recap-
ture the high standard of play
that had brought about the down-
fall of Austin, but when Crawford
had taken the opening set at 6-3
the French guns were unmasked
and almost before Crawford could
rally resistance Boussus had secured
a hold on the match.

Master of the Court
He kept a magnificent length
with his flat drives, and came in
behind those that pitched in the
deep corners to make a winning
volley. He also used the drop shot
very neatly, and indeed, at this
stage looked the complete master
of the court.

But it was scarcely form that
could be maintained over a long
period against an opponent like
Crawford, who can impose fatigue
by the soundest defence. Yet when
Boussus, after each man had won
German Folk Song.

Announcement of programme.

1 p.m.—Famous pianists.

1.30 p.m.—Latest news (English).

1.45 p.m.—Midsummer night.

2.15 p.m.—For Our Listeners.

2.30 p.m.—Entertaining Music.

2.45 p.m.—Latest news (German).

3 p.m.—From the Reichs sender
Stuttgart.

German Universities—A picture
of Student Life in the New
Germany. VII.—Tubingen.

4 p.m.—Concert from the Deutsch-
landsender.

4.30 p.m.—What's on the Air in
Germany!

Review of the Day's Radio pro-
grammes.

4.45 p.m.—Latest news (English).

5 p.m.—D.F.A. Closing Announ-
cement.

DAVENTRY PROGRAMME

11 a.m.—Time Signal from Big
Tom, Egham New on the or-
gan of the Regal, Kingston-on-
Thames, Surrey.

11.30 a.m.—The Commodore Grand
Orchestra, directed by Joseph
Muscant, relayed from the
Commodore Theatre, Hammer-
smith, London. (Time Signal
from Greenwich at 12 noon).

12.30 p.m.—An eye-witness account
of the Test-match, by Howard
Marshall, from Lord's Cricket
Ground.

12.40 p.m.—A programme of gram-
ophone records.

1 to 1.30 p.m.—The Birmingham
Hippodrome Orchestra.

his service up to 4—all in the
fourth set, had saved his own from
love—40 by a sequence of inspired
shots, and had gone to 5-4, it did
look as if he had a lien on the
crucial set.

The tenth game was most excit-
ing, and every Frenchman in the
crowd seemed to be holding his
breath when their champion had
two successive set balls. He lost
one by a drive passing only a
couple of inches over the line.

Reaction and a double fault
came when this big chance had
gone, and though Crawford was
always the cool and sagacious
fighter, one felt that he was a little
lucky to save a set which the
Frenchman's skill had well merit-
ed.

French Hopes Revived
After the interval, with the court
swept, and Boussus looking fresh
and animated in a new pair of
shorts, French hopes were revived
when the home player, finding
Crawford singularly unresponsive,
took the first three games. And
they rose still higher when
Boussus, back in his best form, got
within a stroke of 4-0. But the
vital point just eluded him.

After this reprieve we saw the
Crawford of last year reel off the
points with beautiful precision.
He speeded up every stroke,
especially his service, which
hitherto had scored very few
points. Five games in a row were
placed to the Australian's credit.
He had turned the tables as von
Cramm had done by a most
bracing exhibition.

Boussus took one more game, but
Crawford served out the tenth
game with four balls.

After the match Boussus de-
clared that he was quite satisfied.
"I have never played as well in
my life," he said, and perhaps that
was true.

Miss Scriven entered the final
of the women's singles before a
small morning crowd. Her rhythm
of strokes was not quite as pleas-
ing as that of Fraulein Aussem,
but she had a greater variety of
spin and length, and what was
even more important, her physical
resources were always superior.

She found the German girl
hard on her heels in the first set
after she led 6-3, but the next
two important games were carried
by a concentrated effort, in which
her opponent was forced to make
an error at the end of a breathless
rally. Continuing her pressure in
the second set after Fraulein Aus-
sem had 3-1, the holder won a
sequence of games for the match.

ML. Jacobs had a swift and sure
triumph over Mme. Mathien, who
has lost some of her speed and ac-
curacy since her illness. The
American champion conceded only
two games in each set. With her
unfaltering chop on the forehand,
her equally sound control of the
back-hand, and aided by a scor-
ing service, she always had com-
plete command of the situation.

Results:
Women's Singles—Semi-final:
Miss P. Scriven (G.B.) bt. E. C.
Aussem (Germany), 7-5, 6-3;
Miss H. Jacobs (U.S.) bt. Mme. R.
Mathieu (France), 6-2, 6-2.

Men's Singles—Semi-final: J. H.
Crawford (Australia) bt. C. Boussus
(France), 6-3, 2-6, 7-5, 6-4; G.
von Cramm (Germany) bt. G. de
Stefani (Italy) 3-6, 6-4, 6-1,
3-6, 6-2.

Women's Doubles—Third Round:
Mlle. Henriotin (France) and Miss
Andrus (U.S.) bt. Mlle. Couquerque
(Holland) and Miss M. Thomas
(G.B.), 6-0, 6-4, 6-4.

Mixed Doubles—Semi-final: J.
Borotra and Mlle. Rosambert
(France) bt. G. P. Hughes and Miss
B. Nuthall (G.B.), 6-2, 6-1, 8-6.

HYGIENE CAMPAIGN IN
GERMANY
Hamburg, June 23.
The newly established court for
hereditary hygiene, says an official
announcement on Saturday, had
received up till June 15 applica-
tions to consider sterilisation from
1,325 persons. Fifty nine per cent.
of these applications are said to
be voluntary. Even hundred and
seventy cases have already been
dealt with of which 761 sterilisa-
tions were ordered, 3 refused and
1 dismissed. Three hundred and
sixty-four sterilisations, that is 153

CENTRAL THEATRE

TAKE QUEEN'S RD., WESTBROOK H.S.

COMMENCING TO-DAY
At 2.30, 5.15, 7.15 & 9.30 P.M.Scene from
"THE SECRET OF THE BLUE ROOM"
UNIVERSAL PRODUCTIONAdmission:—Dress Circle 80 c.
Back Stall 50 c.Servicemen:—
35 c. to Back Stall.NEXT ISLE OF
CHANGE PARADISE

"RIPTIDE"

An Excellent Film

Incomparable Norma Shearer reaps new laurels as the glided heroine of "Riptide," her glamorous, new Metro-Goldwyn-Mayer starring vehicle which is now at the Queen's Theatre.

In a daring role reminiscent of her triumphs in "Divorcee," "Strangers May Kiss," and "A Free Soul," Miss Shearer plays the part of Lady Rexford, an American girl who married a title and found, to her dismay, that she had sacrificed the freedom and good times she loved so well.

Appearance in her hour of marital discontent of a former New York sweetheart, provides motivation for the sensational romantic triangle upon which the film story is based.

Edmund Goulding wrote and directed the sparkling production, giving the picture an elaborate mounting in pictorial interest as well as in supporting cast.

Robert Montgomery and Herbert Marshall share leading man honours as the sweetheart and husband, respectively, both registering magnificently in these roles.

Included in the cast are Mrs. Patrick Campbell, Skeets Gallagher, Ralph Forbes, Lilian Tashman, Arthur Jarrett, Earl Oxford, George K. Arthur, Baby Marilyn Spinnert, Phyllis Cochran, Howard Chaldecott and Halliwell Hobbes.

EVER IN MY
HEARTBarbara Stanwyck's
New Role

It's an entirely new and different Barbara Stanwyck who comes to the Alhambra Theatre on Thursday, in "Ever in My Heart," latest starring vehicle for Warner Bros.

Almost always she has appeared in the role of a woman more or less soiled in "Baby Face" she was a gold digger girl who had no scruples whatever about vamping and running men for the sake of luxury. In "Ladies They Talk About" she was a gangster and convict and in "Ten Cents a Dance" and "Illlicit" a gum moll and taxi dancer. Even in "The Purchase Price," she starts out as a cabaret girl, enamored of the bootlegging proprietor.

In "Ever in My Heart," however, she is a changed woman, being a New England girl of strong character and moral fibre assailed by cruel fate. To Miss Stanwyck's credit, her talent is such that she is said to enact this role with

DIARY OF LOCAL
EVENTS

To-day

TUESDAY, JUNE 26.

Anniversaries and Holidays.—
Formation of Heaven and Earth.
(Ten-to-tsao-hua).

Cinemas.

King's:—"Bolero."
Queen's:—"Riptide."
Central:—"The Mystery of the Blue Room."
Oriental:—"Island Of Lost Souls."

Meetings.

Members and Creditors, Shiu Yuen Yarn Co. Ltd., 188, Des Voeux Road Central, 3rd floor, 2 p.m.
China Agency and Trading Co., of Hong Kong, Ltd., 188, Des Voeux Road Central, noon.
China Ginger Preserving Co., (1930) Ltd., 33, Des Voeux Road Central, 3 p.m.

Miscellaneous.

Claims against the Estates of Annie Ford, late of Ripon, England, and Ernest Mark Knox, formerly of Kobe, Japan, due.
Rotary Club Tiffin. Speaker: Mr. Weighton on "Some Animal Diseases: Their Control, and Treatment."

Hong Kong Union Church Launch Picnic, from Queen's Pier, 5 p.m.
Moon.—V. Moon, 15th, Day.

Social Functions.

Major-General O. C. Borrett attends Cocktail Party held by the Lincolnshire Regiment.

Sports.

Lawn Bowls.—Paris Championship, W. McLeod and W. Mair v. W. K. Way and A. S. Gomes (Tall-koo R.C. green); A. E. Silstone and C. E. Elliot Heywood v. U. M. Omar and B. W. Bradbury (Kowloon Dock green); J. S. Logan and H. H. Rose or J. J. Gregory and W. E. Holland v. J. E. Noronha and B. Basto (Hong Kong Electric green), 5 p.m.
Lawn Tennis.—"A" Division, Chinese R.C. "A" v. Kowloon C.C.; Hong Kong C.C. v. Indian R.C.; U.S.R.C. v. South China; Club de Recreio v. Chinese R.C. "B"; Chinese R.C. "C" v. Craigengower. Sunrise.—5.40 a.m. Sunset.—7.11 p.m.
Tides.—High at 7.46 and 22.25; Low at 1.14 and 15.19.

WEDNESDAY, JUNE 27.

Auctions.—Sale of Crown Lands, District Office, Taiipo, 11.30 a.m.

Cinemas.

King's:—"Bolero."
Queen's:—"Riptide."
Central:—"The Mystery of the Blue Room."
Oriental:—"The Greeks Had A Word For Them."
World:—"The Man From Chicago."
Alhambra:—"Mayor Of Hell."
Majestic:—"Sleepers East."
Star:—"Day of Reckoning."

Meetings.

L. C. A. Business Meeting, 10.30 a.m.
General Committee Meeting, 5.30 p.m. Sailors' and Soldiers' Home, Kowloon Union Church Women's Guild, 10 a.m.

Miscellaneous.

Whist Drive, Seamen's Institute, 9 p.m.
Moon.—Full Moon, 1.08 p.m.
V. Moon, 16th, Day.

Principal Mails.

Inward Air Mail from Europe by Ranchi.

Social Functions.

Informal Dinner Party given by the German Consul, Mr. H. Gipperich, in honour of Mr. and Mrs. Douglas Jenkins.

Sports.

Lawn Bowls.—Paris Championship, F. J. Jones and A. W. Grimmit v. E. G. Post and G. Perkins (Club de Recreio); V. Petherick and J. Watson v. A. E. Carey and W. Glendenning (Kowloon C.C. green), 5 p.m.
Meetings.—Meeting of Hongkong Swimming Association, 6 p.m.
Sunrise.—5.41 a.m. Sunset.—7.11 p.m.
Tides.—High at 8.35 and 23.13; Low at 20.00 and 16.05.

even more force and feeling than she has portrayed the women of the underworld. The picture is said to be a romance of rare beauty, as well as a drama of terrific emotions and dynamic action. It is tinged with the pathos of an American girl who loves and is married to a German professor at the time of the great conflict. The cast is unusually strong.

LAST
TWO-DAYS
DAILY AT
2.30, 5.10, 7.15
AND
9.30 P.M.

KING THEATRE

Sally Rand in her
own original film dress

GEORGE RAFT
AND
FRANCES
DRAKE
"Bolero"
A PARAMOUNT PICTURE WITH
CAROLE LOMBARD
SALLY RAND

"BOLERO"
And Beautiful
Dancing Partners

As the scenes of Paramount's "Bolero" unfolded on the screen of the King's Theatre, a delighted audience watched a new and more glamorous George Raft come to life as the hero of this absorbing story of an internationally famous dancer, who won fame at the price of his life and happiness.

Raft, who for a time has been typed as a player of "meaner" roles, comes to his true characterization in this role. He and Carole Lombard, who plays his partner show extraordinary skill in the dancing sequences, which featured the music of Ravel's famous "Bolero" and of the newly composed "Raftero." But this is not amazing, because he was

one of the nation's foremost dancers before he came to the screen.

"Bolero" which in some instances parallels Raft's own career, is the story of a struggling young coal worker who rises to international fame as a dancer. He is talented but ruthless, and he sweeps all obstacles from his path. He discards his lovely partners, as they lose their usefulness.

After returning a shattered wreck from the World War, he dies in an attempt to revive his fame, dancing with the only partner he had actually loved.

Miss Lombard, who in addition to being an intelligent actress, has a superb gift for carrying clothes, appears to her best advantage in this film.

Sally Rand, Chicago's famous fan-dancer, is importantly cast in the picture, as one of Raft's dancing partners and proves her acting ability by her excellent work in this picture.

"Bolero" which was directed by Wesley Ruggles numbers several

THURSDAY
THE BATTLE FOR
LIFE...AND LOVE!

MALE and FEMALE!

Once...
Ladies and
Gentlemen!
...They
discarded
civilization
with their
tattered
clothes!

CECIL B.
DE MILLE'S
"FOUR
FRIGHTENED
PEOPLE"
with
CLAUDETTE COLBERT
HERBERT MARSHALL
MARY BOLAND
WILLIAM GARGAN
A Paramount Picture

TREAT FOR CONVENT
CHILDREN

Through the courtesy of the Peacock Motion Picture Co., the local distributors for R-K-O pictures, the film "Little Women," featuring Katherine Hepburn which was recently shown at the King's Theatre, was exhibited to a large and enthusiastic audience of school children at the Italian Convent yesterday.

By means of a Simplex Portable sound machine, also supplied by the Peacock Motion Picture Co., the children were able to enjoy this excellent film as if they were in a first class theatre.

important players in the supporting cast, including Frances Drake, William Frawley, Raymond Millard, Gloria Shea, Gertrude Michael, Del Henderson, Frank G. Dunn, Marthan Baumattre, Raul Panzer, Adolph Miller, Anne Shaw, Phillips Smalley, and John Irwin.

TO-DAY AT THE
CINEMA

HONG KONG

KING'S:—"Bolero"
QUEEN'S:—"Riptide"
CENTRAL:—"The Secret Of Blue Room"
ORIENTAL:—"The Island Of Lost Souls"

KOWLOON

ALHAMBRA:—"Mayor of Hell"
STAR:—"Bombshell"
MAJESTIC:—"Search For Beauty"

Coming

KING'S:—"Four Frightened People"
QUEEN'S:—"Female"
CENTRAL:—"Isle of Paradise"
ORIENTAL:—"The Greeks Had A Word For Them"
"The Bulldog Drummond"
"The Bombshell"
"Charlie Chan's Greatest Case"
STAR:—"Day of Reckoning"
ALHAMBRA:—"Ever in My Heart"

MAJESTIC THEATRE

Nathan Road, Kowloon. Tel. 57232

TO-DAY ONLY
At 2.30, 5.20, 7.20 & 9.30 P.M.COMBINING BUSINESS
WITH PLEASURE!

They run a health
farm, but they're
not in business
for their health!

SEARCH
FOR
BEAUTY

with the
30 International
Search for Beauty
Contest Winners
Larry Ruston
CRABBE
IDA
LUPINO
ROBERT
ARMSTRONG
JAMES
GLEASON
A Paramount Picture

ORIENTAL THEATRE

TO-DAY ONLY
H. G. WELLS'
SURGING RHAPSODY OF
TERROR!

His world-famed challenge to civilization... He created beast-men and his masterpiece... the PANTHER WOMAN!

4 FRIGHTENED
PEOPLE

At The King's Theatre

Superstitious natives of Hawaii waited breathlessly, and in vain, to see what calamity would overtake Cecil B. De Mille when he broke one of their ancient tabus.

One of the jungle locations which he used for his latest Paramount picture, "Four Frightened People," which comes on Thursday to the King's Theatre, all of which was filmed in Hawaii, was a forest of Hau, an impenetrable tangle of twisted trunks and branches. Since primitive times, the Hawaiians have used the Hau branches as the outrigger part of their canoes, but it was forbidden to cut these sacred trees without a dispensation from the king or chief.

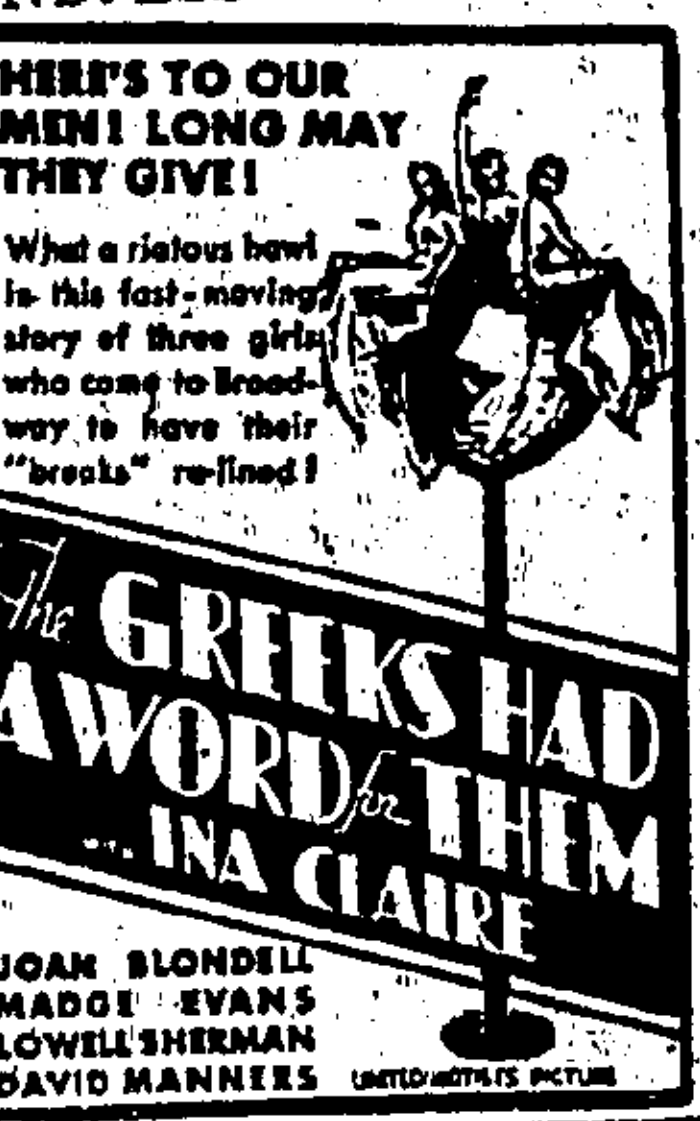
In order to make room for cameras and equipments in this location, De Mille ordered cutting of this weird growth. Native Hawaiians, who were hired by De Mille for labour, refused to do it, and the Hollywood grips had to do the work themselves.

For days the Hawaiians watched De Mille Goggle-eyed, waiting for the heavens to open up and hurl thunder bolts at him. But when nothing so spectacular happened to the director, they began to wonder if, after all his imperious manner and bearing, he could be considered as a new type of Hawaiian chief.

In the cast of principals in this picture are Claudette Colbert, Herbert Marshall, Mary Boland, William Gargan and Leo Carrillo. The story depicts the strange adventures of four cultured people who revert to the primitive.

TO-MORROW
& THURSDAY
A
GREAT COMEDY
OF

8 FLY DAMES
WHO SUPPLY YOU WITH
ENDLESS LAUGHTER



FEMALE

The Woman Gives
In!

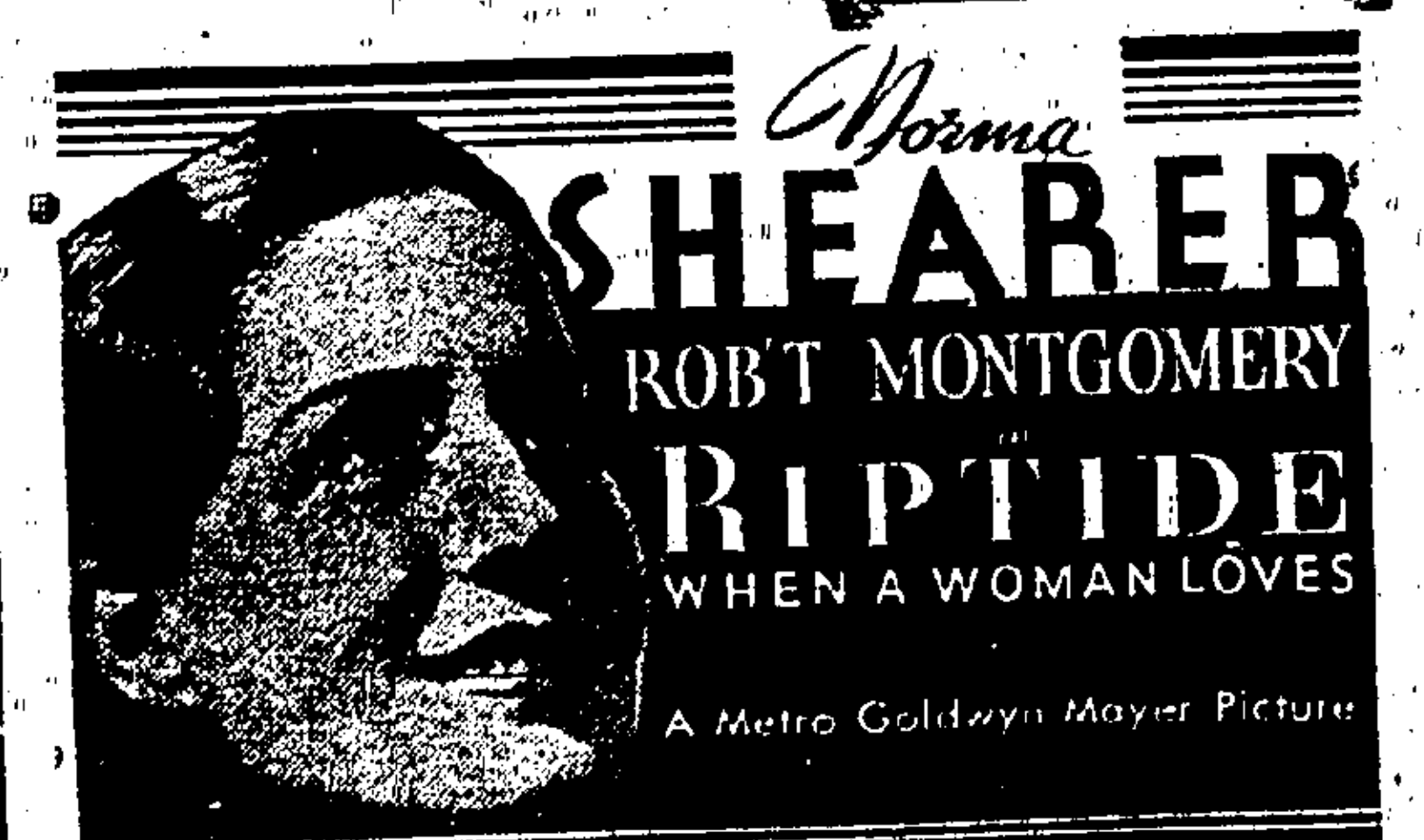
It's getting to be a habit with Ruth Chatterton to select her husband, George Brent, as her leading man in her pictures. In the past two years she played in five productions and Brent was her leading man in all but one.

Miss Chatterton's first picture after joining Warner Bros. First National was "The Rich Are Always With Us." They were trying to find a leading man and many tests were made of Hollywood players. But after seeing one of George Brent both Miss Chatterton and the studio executives decided that the young Broadway actor was the man.

Later when she played in "The Crash" he was again leading man. When it came to "Frisco Jenny" however, there was no part that was suited to Brent's type of work, so he did not appear with her. However, when she played "Lilly Turner" he again played opposite Miss Chatterton.

Now in her latest "Female," which opens Thursday at the Queen's, he has the leading masculine role, and incidentally is the only lover in the picture. Miss Chatterton is unable to bend to her iron will. Her role is that of a big business executive who flirts outrageously after office hours with the handsome young men in her employ.

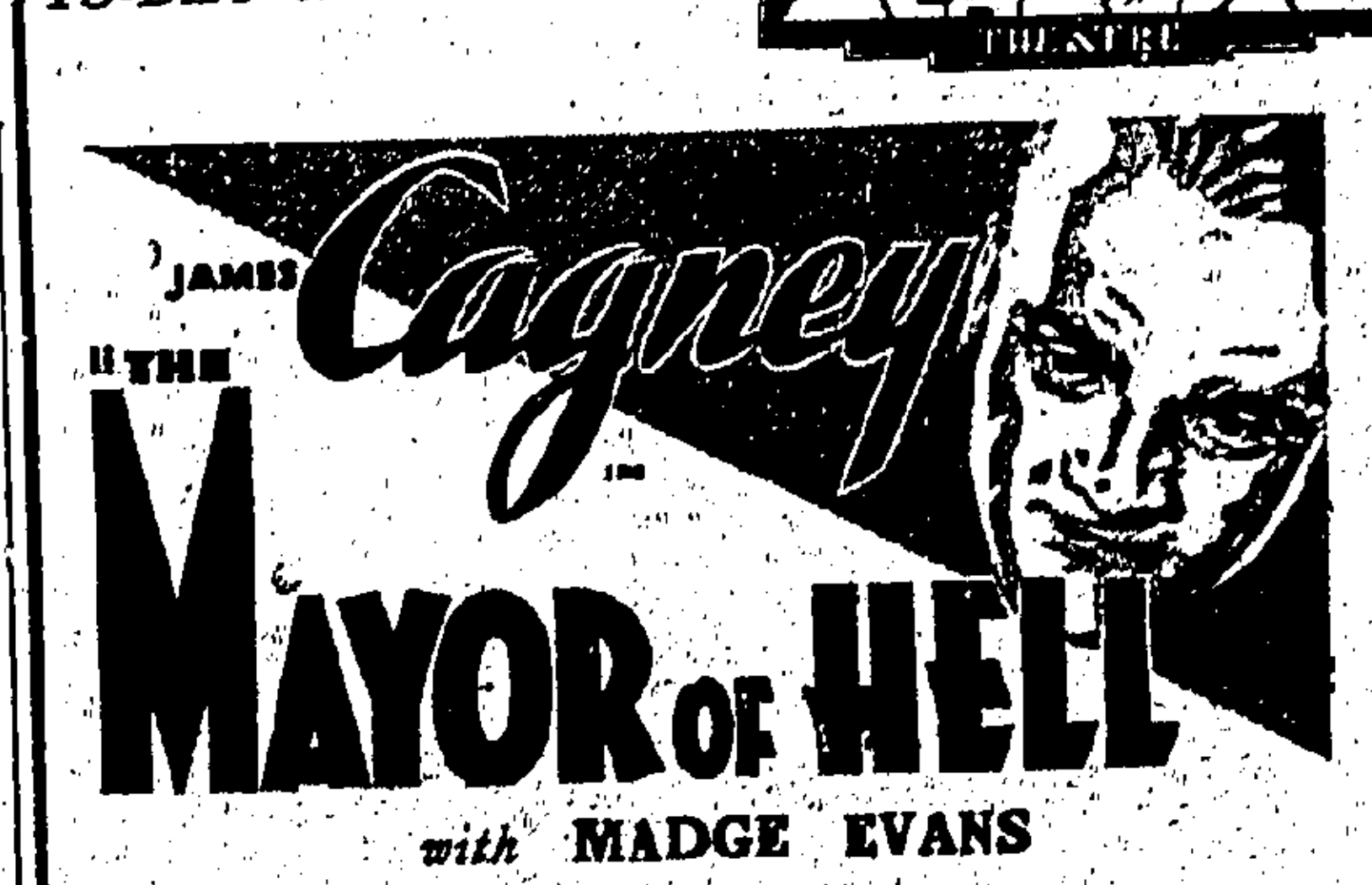
She is as ruthless in love as she is in business until she finds the one who will not bend to her will, whereupon she discovers that he is the only man whom she can't do without, which revolutionizes her entire mode of life.

TO-DAY & TO-MORROW
CULLO

TO-DAY ONLY
JEAN HARLOW
LEE TRACY
in Metro's Laugh Riot
"BOMBSHELL"

TO-DAY ONLY
STAR

JEAN HARLOW
LEE TRACY
in Metro's Laugh Riot
"BOMBSHELL"

TO-DAY & TO-MORROW
ALHAMBRA

TO-DAY & TO-MORROW
JAMES
CAGNEY
"THE
MAYOR OF HELL"
with MADGE EVANS

At 2.30, 5.10, 7.20 & 9.30 p.m.

NEXT CHANGE

RUTH
CHATTERTON
in
"Female"

A FIRST NATIONAL PICTURE

At 2.30, 5.20, 7.20 & 9.20 p.m.

TO-DAY ONLY

JEAN HARLOW
LEE TRACY
in Metro's Laugh Riot
"BOMBSHELL"

TO-DAY & TO-MORROW

JEAN HARLOW
LEE TRACY
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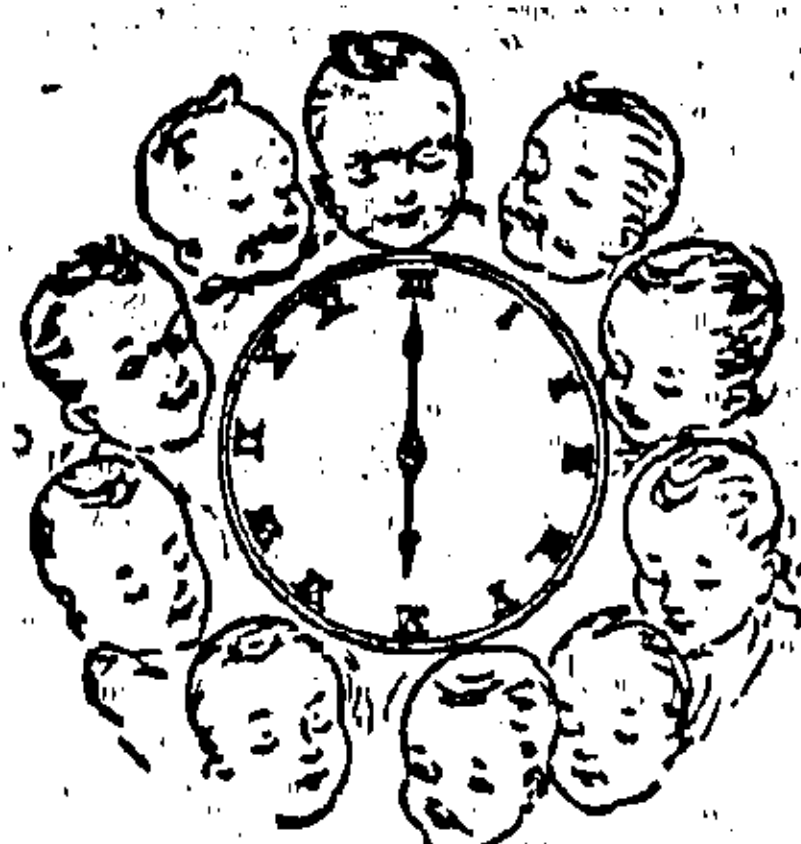
TO-DAY & TO-MORROW

JEAN HARLOW
LEE TRACY
in Metro's Laugh Riot
"BOMBSHELL"

At 2.30, 5.20, 7.20 & 9.20 p.m.

CAR SERVICE

FREE
TRANSPORTATION
for
Car and Passengers
on Vehicular Ferry
with Purchase of a
minimum of 2-\$1.10
tickets.



Peaceful sleep for baby!

Only when his delicate little digestive system is in perfect order can baby enjoy sleep right through the night. A dose of Woodward's Grape Water after the last meal removes the cause of restless nights by checking fermentation and ensuring complete digestion of milk and other foods.

Woodward's contains no opiates, and is always quite safe to give.



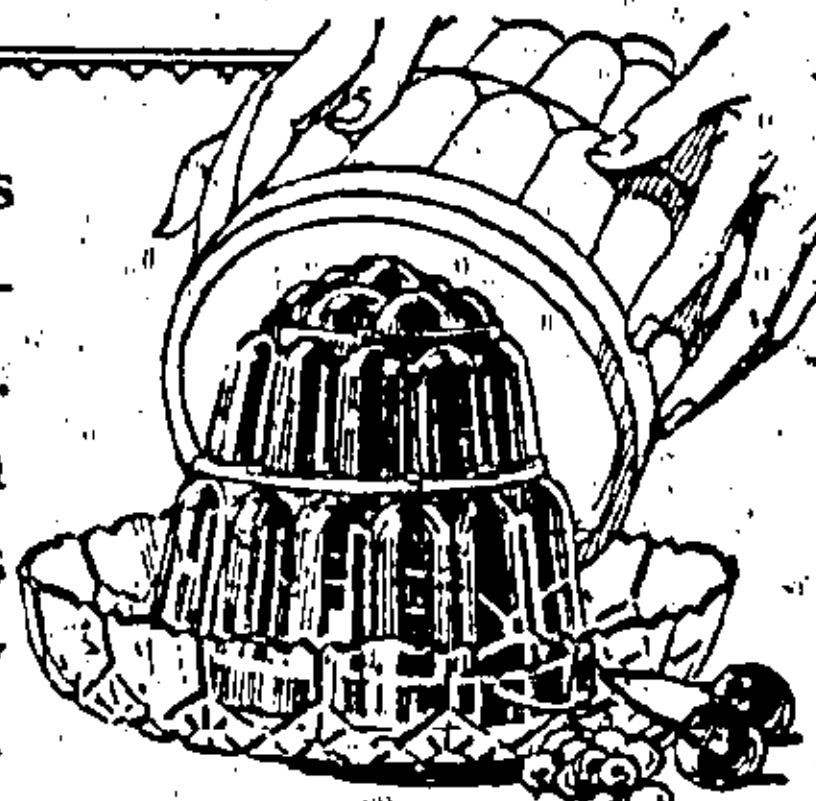
**WOODWARD'S
GRAPE WATER**
keeps baby well

W. WOODWARD LIMITED, LONDON, ENGLAND
E-WW 42-14

A PERFECT jelly is a welcome addition to any meal. If you would have a jelly which dissolves instantly, sets quickly and contains the highest quality ingredients, always ask for—

**Cerebos
Jelly Crystals**

Agents: John D. Hutchinson & Co., Post Box 43, Hong Kong



Follow this
natural course
to Care-free Health

Every physician knows that periodical sufferings and pain need not be inevitable to women. In nearly every case, a shortage in the body of vital minerals, is at the root of the trouble. Because lack of minerals is responsible for the much dreaded pain and profuse loss, Kalzana, the mineral food, is regularly used by hundreds of thousands of women. They know from experience that with Kalzana they will be able to enjoy natural, care-free health again.

Kalzana works hand in hand with Nature
Physicians all over the

world are now prescribing Kalzana when irregularities of the functions occur, because they know that Kalzana works hand in hand with nature. Kalzana is a food and not a drug, therefore it can be taken under all circumstances. It must do you good.

Kalzana, moreover, gives a new power of resistance to both body and blood, and conquers all the conditions due to lack of vital minerals, such as general weakness, tooth decay, frequent headaches, irritable nerves, high blood-pressure, etc.

Start a course of Kalzana and you will banish your discomfort and suffering and get your entire system back to normal.

Kalzana
The Mineral Food for Better Health

Obtainable at all Chemists.

Around the Courts

A PLEASANT GONG

"We don't want to interfere with a legitimate business, you know," remarked Mr. Wynne-Jones at the Kowloon Magistracy yesterday when Wong Tin-ai, described as a juggler, was charged with beating a gong calculated to annoy in Kowloon Tong yesterday.

Inspector Post said defendant was conducting a kind of "Punch and Judy" show in Kowloon Tong and employed a gong in the process.

His Worship:—Were there any complaints?—No.

His Worship:—I think the police should only take action when there is an actual complaint. Defendant was discharged.

FIGHT ON FERRY BOAT

An employee aboard the Mong-kok ferry launch, Man Chee, was charged before Mr. Macfadyen yesterday for assaulting Hung Shu, a cook.

Sub-Inspector Mist said that complainant travelled from Mong-kok to Hongkong and seated himself in the bow. Defendant told him to move, and when asked where complainant could be seated, defendant went away and came back with a stick. An Indian watchman stopped the struggle. The defendant was fined \$5 or seven days and ordered to pay \$3 to complainant.

APPLICATION FAILS

The application by Mr. Hin Shing Lo before his Honour, Mr. Justice MacGregor for an order revisiting the decision of the Trustee in Bankruptcy of the Tai Hing Knitting Factory in rejecting the proof of debt filed against the estate of the factory by one Chin Chiu Yung, was continued yesterday.

His Lordship after hearing the cross-examination of one witness and the legal submissions of Mr. Hin Shing Lo, dismissed the application with costs.

FAILING TO REGISTER

Glen Avrian Smith, an American, was fined \$10 by Mr. Hamilton, at the Central Magistracy yesterday for having failed to report to the police authorities for registration, being an alien.

Smith arrived on the President Hoover on June 16.

Sub-Inspector Nollath said that all shipping companies and hotels had been supplied with notices informing them that aliens should register when they arrived in Hongkong. Defendant had been visiting Hongkong off and on for the last three years. Defendant had not bothered to look at these notices. The onus was not on the hotels or boarding houses to report, but on the aliens themselves. Smith pleaded guilty, and said he had had no notice of the necessity for registration.

SALESMAN'S LAPSE

Sentence of two months' hard labour was passed on Fok Ping-kan, aged 23, a salesman, who was charged before Mr. Wynne-Jones at the Kowloon Magistracy yesterday with theft of 22 singlets from the Chung Wo Knitting Factory, by whom he was employed.

Detective Sergeant Kennedy stated that the singlets were stolen on various dates between June 17 and 24, and were pawned in various pawnshops. The singlets were worth \$1.29 each. So far, 19 had been recovered. When arrested defendant had \$57 in his possession.

His Worship, after passing sentence, made an order for the redemption of the singlets with the money found on the defendant.

Defendant's employer, So Chai-fong, pleaded with his Worship to be lenient with the defendant, as this was his first offence.

His Worship, however, pointed out that it was not a case of sudden temptation; the thefts were carried out over a period of time.

AN EXPENSIVE PASTIME

Cheng Yiu-hon, 21, described as a broker, was fined two dollars by Mr. Macfadyen yesterday for putting his feet on a public seat on Blake Pier.

Sub-Inspector L. Mist stated that defendant was told by an Indian constable not to put his feet on the seat and he not only ignored the warning, but became infuriated and threatened to take the constable's number for speaking to him. At Central, defendant complained of an assault and was sent to the G.C.H. The medical examination revealed nothing.

Defendant: My foot was itchy and I put it on the seat to scratch!

SAILING-DELAYED

Shipping Master Summoned

Capt. J. Beck, master of the China Navigation Company's steamer, Hunan, was summoned before Mr. Wynne-Jones at Kowloon Magistracy yesterday under the Piracy Prevention Regulations for sailing at a time not previously approved by the Hon. Inspector General of Police on June 1.

The summons was dismissed. It was alleged that the Hunan left the harbour at 6.15 p.m. instead of at 4 p.m. as defendant had previously notified.

Defendant said that ship's departure was delayed because the coolies who were working the bunkers took a long time over their job.

Sergeant Baker said he was on board the ship at 2 p.m. and after he had conducted a search, defendant told him, at 3.50 p.m., that the ship would not sail until 6 p.m.

Delayed by Work

His Worship (to defendant):—Were you in a position to say at 2 p.m. that the ship could not sail until 6.15 p.m.

Defendant:—No, Sir. We had to load 125 tons of bunker, and the coolies should have finished at 2.30 or at the latest 3 p.m. But actually they took from 12.15 to 6.15.

Defendant explained that everything else was ready by the notified time the ship was due to sail. All the passengers were on board, the cargo had been loaded, but the most essential thing, coal, had not been loaded. His ship usually arrived from Canton in the morning and left again in the afternoon. There was always a rush regarding the loading of the bunkers, but it just happened in this case that there was a slip somewhere.

His Worship:—Have you any control over the actual bunkering of the coal?

Company's Fault

Defendant:—I give the order, and it passes on from my Chief Engineer to the Engineer Superintendent, and then on to the office. The office makes the arrangements.

His Worship:—The position then is this: You order the coal and the Company makes some arrangement outside of your control?—Yes.

His Worship:—It seems to me that Capt. Beck is not responsible in this case. I'll discharge him.

Private Norman Smith, of the Lincolns, was sentenced to 28 days at a court-martial at Shamshui, where he was charged with being found asleep while on duty as a sentry of the New Magazine Guard. The sentence was confirmed and suspended.

"He went there to play with the Indian Policemen," stated Inspector Hourihan, when Chan Tim was charged before Mr. Hamilton, at the Central Magistracy yesterday, with trespassing within the grounds of the West Point Police Station. Three others, Ng Mau, Lo Kin-fuk and Lau Yat-sing, were also charged, but they stated they had gone to watch Chan Tim play. In answer to the charge, Chan Tim stated he had gone there to play. Mr. Hamilton fined him \$2, and bound the other three defendants over in \$5 each.

Kwan Hing, 45, a steward, was fined \$10 by Mr. Macfadyen yesterday for cruelty to four pigeons. The pigeons' legs and wings were tied so they could not move in any direction.

Inspector Stimson made an application for confiscation of 90 packages of salt which he found on board the steamer On Lee on June 22 before Mr. Hamilton, at the Central Magistracy yesterday. The salt was not claimed by anyone and was not put on the manifest. Mr. Hamilton granted the application.

Private Thomas Henry Constantine, of the South Wales Borderers, who was recently court-martialled for stealing two photographs and two pieces of glass from a stall at the upper terminus of the Peak Tramway, was sentenced by the Court to 56 days' detention. The sentence was confirmed by H. E. the G.O.C., Major General O. C. Borrett, and 28 days were remitted.

CORRESPONDENCE

[All letters intended for publication must be accompanied by the name and address of the writer, not for publication, unless so desired, but of evidence of good faith.—Ed.]

Local Bank Notes

[To the Editor, "Hong Kong Daily Press."]

Sir,—For the information of the public, we shall be obliged if you will insert the following notice in your daily issue for to-morrow:—

"The Public is hereby informed that the \$500 Notes of the Hong Kong & Shanghai Banking Corporation Hong Kong, of the issue dated July 1, 1930 are being freely accepted and exchanged among the members of the Exchange Bankers Association."

Please note that the above has been approved by all Member Banks of the Exchange Bankers Association.—Yours, etc.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA
Hong Kong, June 25.

CADETS IN BELGIUM

[Special to the "Hong Kong Daily Press" (Copyright.)]

Paris, June 24.
Both the great French military academies, Saint Cyr and St. Maxient received special permission from young King Leopold of Belgium on Sunday to entitle group cadets graduating this year "class of King Albert I" in memory of the former Belgian sovereign who met his tragic death this spring.—Transocean Kuo Min.

"STAFETA" SUPPRESSED

[Special to the "Hong Kong Daily Press" (Copyright.)]

Warsaw, June 24.
The sharp repressive tactics pursued by the Government against the semi-Fascist elements since the assassination of the Home Minister, Pieracki, brought a permanent suppression on Sunday of "Stafeta," the famed organ of the Right Radical Youth of Poland. The "Stafeta" was recently transformed from a daily to a weekly paper by the summary action of the authorities.—Transocean Kuo Min.

MARINE COURT CASES

Unlawful Lying of Boats

Before Mr. Hosegood at the Marine Court yesterday morning, Chan Sam, aged 50 years, mistress of cargo boat No. 4591V and three others were charged with lying their boats in-shore at a distance of less than 100 yards from the Low Water Mark, during prohibited hours at the west of the old Yaumati Ferry Pier and the Yaumati Typhoon Shelter last Sunday night without having the written permission of the Harbour Master. All the defendants pleaded guilty, and a fine of \$3 or three days' hard labour each was imposed.

CAUSING OBSTRUCTION

For unlawfully mooring several rafts of bamboo poles near the entrance of the Yaumati Typhoon Shelter in such a position as to cause obstruction to the free access of the other vessels last Sunday morning, two Chinese coolies named Tang Po 52 and Chan Ying Tsai 45, both pleaded guilty and were each fined \$5 or in default five days' hard labour.

FAILING TO CARRY A NAVIGATION LIGHT

A fine of \$10 or in default 10 days' hard labour was imposed on a Chinese boatman named Ng Cheung Kan 52, master of fishing junk No. 3170V, who was charged with failing to carry a navigation light on the top of his boat mast whilst underway last Saturday night.

The defendant pleaded guilty and told the Court that no one on board the junk dared to climb up to the mast to hang a light there, as it was only a small bamboo pole.

UNLAWFUL DREDGING

Two Chinese boatmen named Lo Yau 64, master of fishing boat No. 4434V and Lai So Tai 41, of No. 1562V, who were both charged with unlawfully using grappling iron or other means for the purpose of lifting articles from the bed of the Harbour at the Northern Anchorage of the Yaumati Waterbreak last Sunday morning, were each fined \$10 or in default ten days' hard labour.

ECHOES OF 1861

26—The Chamber Of Commerce

We observe that our contemporary of the Register, in noticing what we wrote about the Chamber of Commerce, argues that it should be General, and not exclusively British, because such institutions are general elsewhere.

If the saying be true that circumstances alter cases, then will our contemporary's argument prove our case. Take the Indian Presidencies, the Australian Colonies, or Singapore, as instances. The respective Governor of each of those places, is the proper party for a Chamber of Commerce to address itself to, or through—and as such Governor cannot with propriety lend himself to any class interest, it would be manifestly unbecoming to attempt to move him through a Chamber of Commerce exclusively British. If such a course were adopted it might necessitate the step of forming a Chamber of Commerce for every nation that might be represented in the community, and if it so happened that there should only be one individual of any given nation, still he would have a perfect right to form himself into a Chamber of Commerce to add weight to any representation he might have to make.

The Governors of all these places we say, have to attend to the public weal, and not to the exclusive advantage of a British Mercantile community. Moreover the trade of all these places is respectively under the supervision of the authorities which govern them—and furthermore, it is the respective trade of each of the places named, which the mercantile community thereof forming itself into a Chamber of Commerce, can possibly have any object in protecting.

Now how stands the matter here? Hongkong is the depot of all China, and its authorities have been rendered impotent even to protect the trade of the Colony. It is the China trade with which the mercantile community of this place has to do, and not with the trade of Hongkong. If the store-

keepers of the colony were to form themselves into a Chamber to correspond with Sir Hercules Robinson on the wretched state of the police, or the abominable state of the sewers, then we can fancy that some good might result; but by no possible contingency that we can imagine feasible, do we see what a Chamber of Commerce can have to do with the government of this Colony, the mercantile community where of is represented by having three of its leading members of the Legislative Council.

We say it is with the China Trade that the Chamber of Commerce has to do. If the Chamber could correspond with the Chinese authorities direct, still it might be General, but it cannot. The members of each nation can correspond only through their respective authorities, and therefore, it is we say nothing short of folly making the Hongkong Chamber a general one. For whilst the duly constituted authorities of all other nations but the British, are anxious to serve their countrymen unasked, the British Legation is but too prone to do the very reverse. So that whilst the subjects or citizens of all other nations are respectively represented, their amalgamation with the Chamber actually deprives the British community of the advantage which their own united voices would give them.

We are not advocates for exclusion at all. Let all the Foreign houses have every privilege and advantage which the membership of the Chamber can confer, but let them not main the committee from corresponding with the British Minister upon exclusively British interests. They have no right to expect it, neither do we think they desire it.

Having said all we have to say upon this subject we shall leave our remarks to the consideration of whose opinions we seek to change. We may be casting crumbs upon the waters, but we hold strong opinions on the line of argument we have adopted.

ST. ANDREW'S CONCERT

Last Night Treat

One of the best concerts given in Hong Kong for a long while was witnessed at St. Andrew's Church grounds last night when several talented artists gave of their best in a splendid variety programme.

The tit-bit of the evening was provided by Professor Harry Ore, whose piano rendering of the Rossini-Liszt Overture "William Tell" brought prolonged applause. His rendering of Chopin's "Revolutionary Study" and the Brahms-Granger "Cradle Song" was also very much appreciated.

Another outstanding item in the programme was given by that well-known and popular singer Mr. G. D'Aquino whose "Sunshine of Your Smile" and "Kashmiri Song" were beautifully sung and very much appreciated.

The Rev. J. N. Lewis Bryan again showed his amazing versatility with a new series of humorous songs which are even better than his previous efforts.

Mrs. W. H. C. Robson sang exceptionally well in giving "Rider of the Forest" by Bullock and "Thy Voice Is Like A Silver Flute" by Herbert Oliver, while Mr. C. W. E. Bishop, who possesses a strong bass voice opened the first part of the programme with the "Laughing Cavalier."

Another good performance last night was that of Mr. E. O. Schrepper whose violin solos were beautifully rendered.

The last item on the programme was the Ministering Angel, a play in one act which brought the concert to a very successful conclusion.

Uncle Eben

"Some folks uses big words de same as a turkey spread his tail feathers," said Uncle Eben. "Dey makes an elegant impression, but they don't represent no real meat."

CARGO VESSEL REFLOATED

Salvaged By "Henry Keswick"

The Italian cargo vessel Col di Lana of 6,000 tons which had been aground on Pratas Reef since last Wednesday night, was successfully salvaged by the Hong Kong and Whampoa Dock Company's salvage tug Henry Keswick, late on Sunday evening, and is due back in Hong Kong for minor repairs early this morning.

The Captain of the Col di Lana in order to lighten the burden or strain on the ship, was compelled to jettison 380 tons of Diesel oil, 150 tons of fresh water and about 450 tons of cargo comprised of soya beans.

No. 2 and 3 holds are damaged by leakage while the engine room, also suffered minor damage on Friday as a result of water seeping into the main engine putting it out of action.

The Col di Lana will probably enter drydock for repairs before proceeding on her voyage to Trieste via Singapore.

FREE THEATRE SHOWS

[Special to the "Hong Kong Daily Press" (Copyright.)]

Dusseldorf, June 24.
A week of free theatrical performances will begin here on Tuesday when the famous Dusseldorf playhouse will present a programme of the greatest comedy successes of the last twelve months, free of charge in an attempt to give the impecunious citizens a chance to enter the cultural life of the city. These special presentations will be made throughout July 1. Admission will be completely free though a nominal charge of thirty pfennigs is to be made for checkroom and programme if the spectators desires such services.—Transocean Kuo Min.

Professor Middleton-Smith Gives Evidence

DISAGREES WITH OTHER EXPERT WITNESSES

The Gas Disaster Enquiry: Coroner Suggests Argument On The Spot!

That the initial ignition of gas did not take place at the watchmen's hut, as suggested by the Government experts, Mr. W. A. Butterfield, chief engineer of the Asiatic Petroleum Co. (S.C.), Ltd., and Mr. J. G. Charlton, assistant Government Marine Surveyor, was the opinion of Mr. C. A. Middleton-Smith, Professor of Engineering at the University of Hongkong, at the Central Magistracy yesterday when the enquiry into the circumstances surrounding the gas explosion disaster at West Point on May 14 was continued.

Another difference of opinion arose when Professor Middleton-Smith said that he could not agree with Mr. Charlton that the deformation of the curb occurred before the explosion.

The Coroner, Mr. Hamilton, remarked that it was a serious matter when two experts disagree and suggested that they should revisit the scene of the disaster and argue their theories on the spot!

Supporting the Coroner was a special jury comprised of Messrs. P. Tester (foreman) L. Dunbar and D. Drummond.

Mr. W. A. Mackinlay, of Messrs. Deacons, watched the proceedings on behalf of the Hongkong and China Gas Co., Ltd., the owners of the gasworks, and Mr. W. M. Brown, of Messrs. Hastings and Co., represented certain property owners whose property was damaged by the disaster.

One-Tenth Inch Plate More Than Sufficient

In reply to Mr. Mackinlay, Mr. J. G. Charlton, A.M.I. Mech. E., A.M.I.N.A., M.I.M.E., Assistant Government Marine Surveyor who had concluded his evidence in chief at the previous hearing, said that his first theory was that the side sheeting had been ruptured by some means. The cause of the disaster was due to the failure of the side sheeting.

Mr. Mackinlay: But you now say that the failure of the side sheeting was due to the stresses?

Mr. Charlton: It might have been.

You consider that the failure was possibly caused by this extra stress?—An additional stress would account for the rupture of the side sheeting.

Do you know what purpose the frame work and rafters and trusses serve?—Yes, I think I do.

You know that they serve purely and simply as supports for the roof when it is entirely deflated?—Exactly. That is, the trusses simply support the roof when it is deflated.

Do you agree that it is a matter of design whether it is attached to the top-lift or whether it is placed on the water tank?—Yes.

And you know how it is attached to the up-lift?—Yes.

Under the circumstances, how does any failure or weakness in the structure affect the crown curb?—If by structure you mean trusses, rafters and their purlins, I think they attribute to the strength of the crown and their curb plate. They help to resist the stresses on the curb plate. In designing the curb plate in conjunction with the truss crown, the force on the curb is reduced from 2 to 1.

Do you know that it is possible to remove, as has been done, the entire frame work from the crown and place it in the tank?—I do.

Then it is not necessary to have a curb of greater strength if you have no frame work?—If it has no frame work in the roof then you must have a stronger curb.

If that is so, you can remove the frame work with perfect safety?—I agree, provided you design your curb accordingly.

You know how many tackles we used?—Yes, 18.

I put it to you that the action of these 18 tackles in the lifting caused the whole of this deformation of the top curb that you found?—No, it did not.

Would you agree if there had been only 10 tackles?—No. They tend to pull the curb out rather than to compress it.

Would you admit that it is at least a possibility?—Not even a possibility.

In reply to Mr. Brown Mr. Charlton said that he did not know whether it was safe to remove the crown framework in the case of this holder or not. He did not design the holder nor had he the original plans or specifications.

PROFESSOR'S EVIDENCE

Mr. Cades Alfred Middleton-Smith, M.Sc. (Eng.), F.I.M.E., was then called. He said that he was at present professor of engineering in the University of Hongkong, and had been assistant professor of Engineering in the University of London. He had been a contributor to several papers on steel. He had had 30 years experience in coal gas, but had never been in charge or engaged in gasworks. It was part of his work to lecture to students on the arrangement of gasworks.

He had been investigating this accident. With regard to the question of ignition he had been looking into this practically the whole of last month.

"I am of the opinion," said Professor Middleton-Smith, "that the initial ignition did not take place in the watchmen's hut. There are four reasons:

1. I do not think it possible for town gas (this has generally been referred to as coal gas but it is actually called town gas) to be carried down to the hut from the aperture which was said to be 50 feet above the ground at the angle between the aperture and the hut.

2. If it had been possible, the air and the gas would be so thoroughly mixed that the effect of the explosion on the hut would have been much greater.

3. Any gas from the aperture would have reached the top part of Chung Shing Street earlier than any place.

4. I think the damage to the hut can be attributed both to the temperature of the flames above, which was 3600 degrees, and the very great amount of heat generated in a few seconds by the 3600 cubic feet of gas is sufficient to boil 500 tons of water at that temperature. It is possible that when the top lift had reached almost its lowest level some of the gas may then have been carried into the watchmen's hut.

Professor Middleton-Smith then went on to say that it was possible that the gas might have been ignited without lights. The air currents in his report, his first idea on investigating this, was that it was due to the position of the holder and he sincerely thought that he had stumbled on the original report he pointed out that the recent research in aerodynamics had revealed the importance of suction on the leeward side. This suction effect, however, he found was almost negligible until one got to a very high velocity, certainly over 70 miles per hour. It did effect however, the movement of the air. He was assuming that the gas would follow the air current; although he knew its specific gravity was half the weight of the air. At the time of the accident he understood from Mr. Stone that the wind velocity given by the Observatory

was 22 miles per hour. This was recorded in Kowloon. All authorities had agreed that the nearer the ground level the lesser the velocity would be. The effect of that low wind velocity would be that the vacuum on the leeward side would not go very far below the top of the holder, and therefore the air would not be carried downwards. But a very strong wind, say from 80 or 90 miles per hour, would have a great effect on the holder. He considered, therefore that the mixture of air and gas did not reach the watchmen's hut from that level.

More Theories

Referring to the hut itself, Professor Middleton-Smith said that he should like to point out that he himself felt the concussion of the explosion as he was at the University at the time. He had also seen the results of gas explosions elsewhere. He saw one about forty years ago in the barracks in Portsmouth where the walls were completely blown out. Three men were killed.

Continuing, Professor Middleton-Smith said that there must be a violent explosion in the hut if there had been a mixture of gas there. If the explosion had occurred in the hut there would have been much greater damage.

There was some vague suggestion about the gas hitting the retaining wall and then went back. If coal gas hit the retaining wall, he explained, it would go up and not down.

In reply to the Coroner as to how the gas could have got to the kitchen in Chung Shing Street if that was the case, Professor Middleton-Smith said that when the gas got there the holder must have gone down or near there.

It would be interesting to note, witness continued, that in both the watchmen's hut and the gardener's hut, people were burned and subsequently died. The gardener's hut was right off the line of fire so it showed how intense was the heat. One must realise that the heat of the flame at that time was 800 degrees Fahrenheit, above melting of cast iron.

In answer to the Coroner, Professor Middleton-Smith said that he thought it was very unlikely, if not impossible, that a spark could ignite the gas.

Referring to the original thickness of 1/10 of an inch of the plating of the holder, Professor Middleton-Smith said that thirty years ago he would be amazed to find this thickness. A destroyer, he said, was only 3/20 of an inch in thickness under water so that the plating of the holder was only 1/20 of an inch less than that.

In his opinion 1/10 of an inch was much more than sufficient for a gasholder and thus a generous margin for wastage was allowed.

He was very interested to notice from his readings by the micrometer that the maximum and minimum thickness of the holder coincided exactly with those of Mr. Butterfield. The maximum was 1/10 of an inch and the minimum 1/40. He had heard of no other figure below 1/40.

A plate of 1/40 of an inch was a stiff plate, said Professor Middleton-Smith, who continued: "We know quite well that corrosion varies over the plate, in fact from 1/10 of an inch to 1/40." It is quite impossible for me to imagine that the whole of the plate, properly riveted at the four edges and properly maintained externally, could suddenly fall out. If that plate was securely fastened except in the place where an 18 inch cavity was found, it would be impossible for me to imagine that gas could escape, but if it does it would be a very small amount. If there was a big escape there must have been a plate falling out, but I could not find any evidence to that effect."

Could Not Agree

In reply to the Coroner, witness said that he could not agree with Mr. Charlton's theory that the deformation of the curb occurred before the accident. He thought it was after. If Mr. Charlton's theory was correct then, it was really due to wind pressure. That was the whole point of his theory.

The Coroner: It is a serious matter when two experts disagree. I would suggest that you and Mr. Charlton should visit the scene again and argue your theories on the spot.

Professor Smith: I would be delighted.

It was his opinion, Professor Smith continued, that the wind pressure did not affect corrosion. It had been suggested that the leeward side was more affected than the windward side. Corrosion was at present one of the

BANKRUPTCIES

Report Of Official Receiver

The report of the Official Receiver, Mr. W. J. Lockhart Smith, for the year 1933, reads as follows:—

Forty-one petitions were presented during the year, twenty-eight by creditors and thirteen by debtors. The assets collected amounted to over \$406,000. The liabilities, as estimated by the debtors exceeded \$1,409,000, as against figures of \$397,000 and \$891,000 in 1932, an increase over the previous year of \$9,000 and \$418,000 respectively.

Fewer small-salaried employees filed petitions during the year under review, but on the other hand five Chinese banks, three pawnshops, three silk stores and three knitting factories, all comparatively large concerns, failed, and this may be taken as an indication of depressed conditions of trade in Hong Kong.

Seven discharges were granted during the year, three subject to suspension for three months, one to suspension for six months, and one subject to consent to judgment by the Official Receiver being entered against the applicant. No applications for discharge were refused.

The new bankruptcy rules made by the Chief Justice and approved by Legislative Council on November 10, 1932, came into force on January 1, 1933.

Three compulsory winding up orders were made during the year as against one the previous year, and one petition was dismissed.

CALLED TO THE BAR

Success Of Mr. George S. Zimmern.

News has just been received in the Colony that Mr. George Samuel Zimmern, has been called to the Bar, Gray's Inn, on June 13.

Mr. Zimmern is a younger member of a well-known local family. He received his education at the Diocesan Boys' School and passed the matriculation examination of the University of Hong Kong. For several years he was an ardent worker for the Church and was prominently identified with St. Peter's Church's Young Men's Club.

Proceeding to England in 1928, Mr. Zimmern received his B.A. degree at Oxford (Keble College) last year, obtaining second class honours in Modern Greats. Earlier in his studies, he passed the general ordination examination with three distinctions.

Mr. Zimmern will be returning to Hong Kong in September.

big problems for the engineers, and several committees were now sitting to discuss the question. Corrosion happened in a haphazard manner. He had known plates from the same roller corroded in a few months and the others would last for years.

He knew nothing of the inspection of gasholders. At present there were 1,500 holders in Great Britain of 40 years life but as far as he could see there had only been one other suggestion that an explosion was due to corrosion, and that was in Manchester. As far as he could see the Manchester case and this one were the only ones suggested to be due to corrosion.

One Point Missing

He thought one point had not been taken into account by gas engineers and that was the suction effect on the leeward side. Any wind blowing at 60 or 70 miles per hour would add to the stress, but this was never noticed. He believed that this suction effect of wind was a thing that had never been gone into until recently.

He thought there was an unexpected stress which had never been thought of but he did not see how anyone could be blamed. One thing that puzzled him was that the accident occurred when the wind was blowing at 22 miles per hour whereas wind of 60 miles velocity had been blowing several times since March. This was the whole of his difficulty as he thought at first that the wind was the solution. If the plate was 1/40 of an inch it would be amply

GENERAL TAXATIONS

Reduction In Bailiff's Fees

Several alterations and additions were made in General Taxation, Postage Rates and Licence Fees, according to the Colonial Treasurer's report which was tabled at the last meeting of the Legislative Council.

In February, a ten per cent. Empire Preference duty was imposed on the scale of duties for imported tobacco.

On April 1, Light Dues for all vessels including River Boats, were substantially reduced.

A scale of Licence Fees was drawn up for cabarets and dance halls last year. Massage Establishments were compelled to take our licences, the charge for which was \$25 per annum.

Public Dance Halls were also licensed, the registration charge being \$120 per annum or \$20 per month, with additional charges for each extension of time after midnight.

Under the Traffic Regulations, International Driving Permits were issued for the first time during 1933, the charge being \$10 for a motor car and \$5 for a motor cycle.

The Bets and Sweeps Tax was reduced on September 1 from 3 per cent. to 2½ per cent., this, to a certain extent, accounting for decreased revenue under this heading.

The Divorce Ordinance was promulgated during 1933, and a graded system of Court Fees was instituted.

A new item under Court Fees was the sum of three shillings, which became payable for a certificate of trial for military or naval authorities.

Bailiff's Expenses during the period of Possession were reduced from \$2 to \$1 per diem.

ANOTHER RABID DOG

Over 200 Animals Shot

Following the appearance of a rabid dog at Kwantli recently, a round-up of stray dogs in the vicinity was carried out, with the result, it is understood, that over two hundred animals were shot.

During the week-end, another suspected case of rabies in the New Territories was reported to the police by a European owner at Shing Mun.

The dog was examined and found to have two symptoms of rabies, a drooping jaw and weakness in the hind legs.

As a result of this report, precautionary measures were taken, fourteen dogs at Shing Mun, including six owned by Europeans working on the Gorge Dam scheme, having been placed in quarantine at Matakok and Kennedy Town.

Court Case

Remarking that his action was disgraceful in view of the prevalence of rabies in the New Territories, Mr. Hamilton at Central Magistracy yesterday imposed a fine of \$25 or, in default, one month's imprisonment on a carpenter, Yeung Woon Kee, who was charged with having brought a black chow dog from Tai Po into Hong Kong without permission.

Inspector Mist said that the dog was carried inside a cloth bag. Mr. H. F. Westlake saw defendant carrying it on the vehicular ferry, and informed a Chinese constable. The dog was brought in from Tai Po.

Mr. Hamilton, thanking Mr. Westlake for pointing it out, ordered the dog to be taken to the Dogs' Home for observation.

strong enough to withstand the pressure of the wind on that day. A plate of 1/80 of an inch was strong enough in normal conditions. Frankly speaking, he could not account for the failure of the plates at this particular time.

Personally, he thought that any gasholder would have corrosion. Beyond inspection he thought that everything possible had been done in this case.

At this stage, the enquiry was adjourned until this afternoon.

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IN THE SUPREME COURT OF HONG KONG.

PROBATE JURISDICTION.

IN THE GOODS OF ALEXANDER ROBERTSON, LATE OF 35, LORD ROBERTS AVENUE LEIGH-ON-SEA IN THE COUNTY OF ESSEX ENGLAND, BANK CLERK, DECEASED.

NOTICE IS HEREBY GIVEN that the Court, by virtue of Section 53 of Probate Ordinance 1897, made an order limiting the time for Creditors and others to send in their claims against the above estate to the 23rd Day of JULY, 1934.

All Creditors and others are accordingly hereby required to send their claims to the undersigned on or before that date.

Dated the 25th day of June, 1934.
JOHNSON, STOKES & MASTER,
Solicitors for the Administrator,
Princes Building,
Ice House Street,
Hong Kong.
[2662]

TO ALL TO WHOM IT MAY CONCERN

NOTICE is hereby given that The Foreign Mission Sisters of St. Dominic intend at an early date to apply to the Legislative Council of the Colony of Hong Kong for the enactment of a Bill entitled,

"An Ordinance to provide for the incorporation of the Regional Superior in Hong Kong of the Foreign Mission Sisters of St. Dominic commonly known as the Mary Knoll Sisters."

Dated this 26th day of June, 1934.
DEACONS,
Solicitors for The Foreign Mission Sisters of St. Dominic.
[2661]

STEAM LAUNCH FOR SALE.

THE Chinese Customs invites offers for the purchase of a Single Screw Steam Launch, specially suited for towing, of the following dimensions now lying in Hongkong:

Length O.A. ... 78'-0"
Breadth Mid. ... 13'-0"
Draft mean ... 5'-6"

Further particulars obtainable from CHINESE CUSTOMS OFFICE, York Building, Hongkong.
[2663]

NOTICE.

NOTICE is hereby given that as from the 24th June, 1934, only First and Third Class Passengers will be carried on the Jordan Road, Mongkok and Shamshuipo Ferry Services and that as from 6 p.m. daily the Third class fare will be 8 cents.

HONGKONG & YAU MATI
FERRY CO., LTD.
23rd June, 1934.
[2658]

SERVICE TO READERS

THE HONG KONG, DAILY PRESS, LTD, and the HONG KONG WEEKLY PRESS, through their London Office, at 53, FLEET STREET, E.C. 4, Tel. 3137, are prepared to give Subscribers, and Visitors advice regarding accommodation available, motoring facilities, suitable shopping centres, etc.

If, when at home, they will call or telephone to the above address, they will receive the utmost assistance and the latest available information on all subjects of enquiry will be placed at their disposal.

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E.C. 4.

The Daily Press.

HONG KONG, JUNE 29, 1934.

THE LONDON OF THE FUTURE

According to a statement made by Mr. Herbert Morrison, leader of the Labour Majority which has recently gained control of the London County Council and will be the governing influence in the capital for the next three years, the Party "shall seek to clean up the bad and unsightly parts of London and lay the foundations of a finer and nobler city." London, has become more self-conscious about its outward appearance and its character as a capital and an Imperial city than it was even in that strenuous period, three decades ago, when the "Progressive" Party opened up parks, built new schools and commodious public baths and libraries, created municipal tramways and aspired to control the development of a growing London.

The position, to-day, however, is vastly different. More is required than was imagined in those far off days. The old London, is rapidly growing out of existence and new and up-to-date buildings are taking the place of the old, while better roads, new monuments and public buildings, bridges and in fact even new modes of traffic have been introduced. Of course St. Paul's Cathedral, Westminster Abbey, the Inns of Court, some stately edifices on the river front and other landmarks of the older London remain, but the essentially modern is becoming more and more assertively conspicuous. The new is giving place to the yet more new and to-day, some strong shaping hand guiding the direction of the change is felt to be needed more than at any time in the history of that great metropolis.

It is, no doubt, too much to hope that London can now be redeveloped so harmoniously as ancient Athens was developed. But what Napoleon III. could do for Paris might still be done, and on a grander scale, for twentieth century London. Now, while the pulling down and building up is continuing so quickly, is the time for planning the broader thoroughfares which

AMERICAN NAVY STRENGTH

Report Being Prepared

London, June 25.
The naval experts did not meet to-day to continue the conversations.

It is understood that the Americans are preparing a report on the present strength of the American Navy and the requirements for Treaty strength.—Reuter.

GUNBOATS FOR RUSSIA

To Be Ordered From France

Helsingfors, June 25.
According to a trustworthy source, the Soviet Government have decided to order from France four 7,000-ton cruisers and four destroyers, as a sequel to the recent visit of the Soviet Naval Mission to Brest and Toulon.

The new vessels will replace the obsolete ones at Kronstadt.—Reuter.

"AIR SPEED" "ACE" KILLED

New York, June 24.
Jimmy Weddell, the American air speed "ace," was killed to-day in a crash at Patterson, Louisiana, while instructing a pupil who was seriously injured.—Reuter.

will soon be essential; for making the south side of the river, now encumbered with unsightly buildings, as splendid as the north side; for planning new bridges, new railway termini, and perhaps aerodromes on the roofs of stations; for preserving belts of open country on the outer fringes; for sweeping away the slums and constructing better dwellings for the poor; for preparing well-designed satellite towns; and for relating the problem of housing and population to that of transport. Architects, engineers and town-planners are thinking of London to-day with their minds on the London that may be in a not distant future, and are aware of the magnificent opportunity that presents itself to shape this at present insufficiently co-ordinated growth into harmonious balance of new and old.

OBITUARY

Mr. H. B. Franks

London, June 25.
Mr. H. B. Franks, director of Messrs. Sedgwick Collins & Co., well-known underwriters, who has been frequently consulted on business affairs in China and Japan, died last evening after an emergency operation.

He only returned on June 21, after five months in the Far East, apparently in perfect health.—Reuter.

Barbara Carrington Sykes

There was a profusion of wreaths at St. John's Cathedral yesterday when the funeral service of Barbara, the five-year-old daughter of Lt. Col. and Mrs. M. Carrington Sykes, was held. The little girl passed away on Sunday night.

The Rev. J. N. Lewis Bryan officiated and amongst the large attendance at the Cathedral were His Excellency Major General O. C. Borrett and Mrs. Borrett, the Hon. Sir William Shenton, Lt. Col. H.B.L. Dowbiggin and other friends and sympathisers.

The remains were later cremated at Sookunpoo, at the Japanese Crematorium.

Among the large number of wreaths sent were the following: His Excellency Sir William and Lady Peel, Major General and Mrs. O. C. Borrett, Commodore and Mrs. F. Elliot, His Honour Mr. Justice and Mrs. A. D. A. MacGregor, the Hon. Sir William Shenton, the Hon. Mr. and Mrs. C. Gordon Mackie, Lt. Commander and Mrs. F. H. E. Skyrme, Lt. Col. Bryden and Officers, R.A.M.C., Lt. Col. and Mrs. J. E. Fasken; Lt. Col. D. C. Wilson and Officers of H.K.S.B.R.A.; Lt. Col. and Mrs. Dowbiggin; Lt. Col. C. H. Kuhne, Major and Mrs. J. A. A. Griffin, Major and Mrs. A. C. Hancock, Major and Mrs. E. F. W. Grellier, Major and Mrs. N. C. Parkes, Major and Mrs. S. D. Reid, Major and Mrs. E. B. Brister, Creagh, Capt. and Mrs. W. F. Ryecroft, Capt. and Mrs. P. V. Williams, Capt. F. R. L. Mears, Capt. and Mrs. E. Hague, Capt. W. J. Fennell, and Lt. Tollington. Rev. and Mrs. J. Lewis Bryan.

Other wreaths sent were from Officers of the 8th Heavy Battery, R.A., All Ranks, 9th Heavy Battery, 12th Heavy Battery, 20th Heavy Battery and 24th Heavy Battery; W.O. S. Sergis and Sergeants, Lyemun, Married families, Lyemun, N.C.O. Mess, Stonecutters, Sergeant's Mess, H.K.S.B., R.A. Officers of the Royal Engineers, Married families, Stonecutters, Senior N.C.O. Mess, Lyemun; R.A. Headquarters, Sergeants' Mess; Mr. and Mrs. Ingram de Ville, Mr. and Mrs. W. Lock, Richard Raworth, Elizabeth and Vera Black, John and Brenda Norworthy, Ken and Joan, June, John and Jean, and the President and Committee of the Garrison Welfare Council.

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ENGLAND WINS BY AN INNINGS: HEDLEY. VERITY THE HERO

Causes Australians To Collapse In First Innings

AND AN EVEN WORSE DEBACLE IN THE FOLLOW-ON

Three Wickets In An Over: Woodfull's Gallant Effort

England won the second Test at Lord's by an innings and 38 runs. This was made possible by the sensational bowling of Hedley Verity, the Yorkshire left-arm slow bowler who played havoc with the Australians in the first innings when he took 7 wickets for 61 runs, and when the tourists were forced to follow on, this bowler caused a second sensation when he ran through the Australian team to return the remarkable figures of 8 wickets for 43 runs. His analysis before tea was taken was 9.3-15-6 and in one over he took three wickets!

Woodfull and Chipperfield made gallant efforts to save the innings defeat but even these two great batsmen found the bowling too good for them while the field was so cleverly placed that not only were all possible runs saved, but all the catches that were put up were readily accepted.

Thus the two leading cricketing countries of the world are once again on level terms, each side having won 52 games while 27 were left drawn. What will be the result of the Third Test which is due to start at Manchester on July 6? The cricketing public from all corners of the globe will eagerly await that game for it is generally accepted that the third match is the "key" match, and as there is the glorious uncertainty of the game to be considered, it would be futile for any one to even attempt to make any forecasts.

London, June 25. The rain that fell over the weekend rendered the pitch very tricky when Brown and McCabe went out to resume Australia's innings. Disaster soon befell the tourists for after he had added only two runs to his total, making it 105, he snicked one that nipped up from the pitch and gave Ames, who was standing back, a catch.

The successful bowler was Bowes. The total at this stage was 203 for 3. Brown, who had batted for 195 minutes, made 14 boundaries. Darling joined McCabe but he was not destined to stay long for Verity trapped him by persuading him to put his bat out to one just outside the leg stump to give a catch to Sutcliffe fielding at short fine leg: 204-4-0.

AUSTRALIA, 2ND INNINGS

W. M. Woodfull, c Hammond, b Verity	43
W. A. Brown, c Walters, b Bowes	2
S. McCabe, c Hendren, b Verity	19
D. G. Bradman, c Ames, b Verity	13
L. S. Darling, b Hammond	10
E. H. Bromley, c and b Verity	1
A. Chipperfield, c Geary, b Verity	14
W. A. Oldfield, l.b.w. b Verity	0
C. V. Grimmett, c Hammond, b Verity	0
W. J. O'Reilly, not out	8
T. Wall, c Hendren, b Verity	1
Extras	7
Total	118

Bowling Analysis

	O.	M.	R.	W.
Bowes	14	4	24	1
Fairies	4	2	6	-
Verity	22.3	8	43	8
Hammond	13	0	38	1

More Disaster

Chipperfield joined McCabe only to see the latter being out to a catch by Hammond at short second slip, the bowler again being Verity. He had scored 34 runs while the total at this stage was 205 for 5. Then Bromley filled the breach and for a time it looked as though he and Chipperfield were going to put a stop to the debacle but when the total was at 218 the newcomer was trapped by Verity who was bowling like one inspired. Bromley had only scored 4 runs and he was, like Darling, caught at short fine leg. Geary was the man who brought about his dismissal: 218-6-4.

Verity Unplayable

Oldfield was next man in but he did not seem in the least perturbed by the way things were going against his side. He settled down to play steady cricket and he helped Chipperfield to bring the score to 258 for 7 before he was caught by Sutcliffe at second slip—also off Verity. Then came Grimmett but he did not stay long, being bowled by Bowes for 9 runs, the total standing at 273 for 8 when the lunch interval came round. Up till this stage Verity was almost unplayable and he had the batsmen tied up in knots all morning.

The teams were then presented to His Majesty the King who was an interested spectator. His Majesty chatted with Woodfull, Bradman, Oldfield and Wyatt while the crowd stood bare-headed and cheered enthusiastically.

When lunch was over, Chipperfield went out with O'Reilly as his partner and then there ensued an exciting struggle on the part of the batsmen to save off the follow-on. Chipperfield played gallantly, but alas! O'Reilly let one from Verity pierce his defence and then, Wall, the last man came in. He was out for a "duck," being l.b.w. to Verity while Chipperfield was not out for 37—the result of a very stolid innings which lasted 130 minutes. A contribution of 10 from "Mr. Extras" brought the total to 284.

Verity's figures for the day's play were 22-9-37-8, while his analysis for the match was 7 for 61. Australia Follows On Wyatt decided to force a follow-on and put Australia in again. Woodfull and Brown opened the innings for Australia and although the wicket had dried out by this time, Verity was still very dangerous but it was left to Bowes to get the first wicket. This was achieved when Australia had only scored 10 runs, when Brown, who had played such a gallant knock in the first innings, was caught by Walters at long leg off Bowes for only two runs. Then Stan McCabe joined his captain and it looked as though they were set for a big partnership when, with the total at 43 Hendren, fielding at silly mid-off caught McCabe off Verity for 19 runs: 43-2-19.

More disaster was in store for Australia for Bradman joined his captain and after they had taken the total to 57, "Don" mistimed a pull and gave an easy catch to Ames behind the stumps: 57-3-13. In the meantime, Woodfull was playing very stolid cricket though he brought off some beautiful leg shots and when the tea interval arrived the total was 74 for 3, Woodfull being 28 not out while Darling was also undefeated with 8.

England, 1st Innings	440
Australia, 1st Innings	22
W. M. Woodfull, b Bowes	22
W. A. Brown, c Ames, b Bowes	105
D. G. Bradman, c and b Verity	36
S. J. McCabe, c Hammond, b Verity	34
L. S. Darling, c Sutcliffe, b Verity	0
A. Chipperfield, not out	37
E. H. Bromley, c Geary, b Verity	4
W. A. Oldfield, c Sutcliffe, b Verity	23
C. V. Grimmett, b Bowes	9
W. J. O'Reilly, b Verity	4
T. Wall, l.b.w. b Verity	0
Extras	10
Total	284

Fall of wickets:—1/68; 2/141; 3/203; 4/204; 5/205; 6/218; 7/258; 8/273; 9/284; 10/284.

UNEMPLOYMENT PROBLEM

Handicap To Trade Improvement

London, June 25. The adjournment of Congress has not ended the era of political uncertainty, as much has been left to the discretion of the administration, says the monthly review of the Guarantee Trust Company. The failure of Wall Street to react favourably to the adjournment, as expected, is generally attributed to nervousness concerning the appointment of Stock Exchange commissioners.

The "Financial Times" says that Wall Street now expects share prices to go lower. The threatened steel workers' strike caused an accumulation of inventories, explaining the holding up of industrial activity, and well-informed quarters expect that July and August will be poor business months. The chief problem seems to be unemployment.

If the Government continues the present policy it will be only a question of time, says the paper, before its credit is strained to danger point. On the other hand if corporation profits bear the unemployment load, business will sink and normal recovery will be delayed. Business will only contribute to the problem if an incentive to reasonable profit exists. The paper concludes that at present therefore it is not surprising that trade recovery on the whole has been disappointing.—Reuter.

WIMBLEDON TENNIS

Fisher Beats Aoki

London, June 25. In the Wimbledon tennis championships, Fisher (Switzerland) beat Aoki (Japan) 6-3, 6-1, 6-3 in the first round.

The Japanese player was off form, over-driving and seldom bringing off winning net shots. Fisher, who is an Oxford Soccer Blue, did fine work at the net. He was excellent in his cross-shots which left Aoki standing. Aoki's service was erratic, causing him to drop many points which he should have won.—Reuter.

OPIMUM HAUL IN SINGAPORE

On Vessel From Hongkong

Singapore, June 25. A quantity of opium estimated to be worth £1,500 was discovered in the smoking room of the Blue Funnel steamer Menestheus on arrival from Hong Kong. The drug was cleverly concealed behind the wainscoting.—Reuter.

QUESTION OF SECURITY

Work Of Committee Concluded

Geneva, June 25. The special committee dealing with the question of security have concluded their labours. They have adopted a report recommending model "D" which resembles that of Locarno as a basis for regional pacts.—Reuter.

	O.	M.	R.	W.
Fairies	12	3	43	0
Bowes	31	5	93	3
Geary	22	4	55	0
Verity	38	15	61	7
Hammond	4	1	6	0
Leyland	4	1	10	0

HEAD-ON TRAIN COLLISION

Many Injured In France

Paris, June 25. Many holidaymakers were killed and many injured as the result of a head-on collision between an excursion train and a goods train, near La Garenne, 10 miles from the city, late last night.

The excursionists were returning home in a local train on the Paris-Dieppe line, after watching the illuminations and festivities in connection with the Longchamps Grand Prix.—Reuter.

Paris, June 25. Two passengers were killed and 30 injured in the collision, which happened at the entrance to Houilles station. The train left La Gare St. Lazare at 10.23 p.m., travelling on the lines of the State Railway.—Reuter.

Paris, June 25. It is now ascertained that no deaths occurred in the train collision, though the driver and fireman of the excursionist train are severely injured and are still planned under the wreckage. Forty people were slightly injured.—Reuter.

RIOTING IN FRANCE

Police Attacked By Mobs

Paris, June 25. The increasing tension between the Fascists and the anti-Fascists was illustrated during the weekend, when riots occurred in various parts of France.

Over 100 people were injured at Lorient in a pitched battle. The mob, numbering over 2,000 charged the mounted police with poles, stones, bottles and café chairs. They seized the firemen's hoses, which were turned on them, and ripped them to pieces.

They wrecked a cinema where the Croix de Feu ex-servicemen were meeting. A prominent trades unionist was arrested while brandishing a sword which he had seized from a wounded Lieutenant of the Mobile Guards.

One policeman had an eye gouged out while 28 others were seriously injured.—Reuter.

NAZI CHIEF'S WARNING

Counter Measures To Meet Boycott

London, June 25. Declaring that the Nazi movement will last a thousand years, Chancellor Hitler, in an interview with the London "News Chronicle," warned those who are seeking the use of National Socialism for their own ends.

He said that the loyalty of his followers had not diminished, and that his hopes for the past year had been more than fulfilled. He threatened counter measures to the foreign boycott of German goods, adding that, if necessary, Germany would ban imports and would substitute coal oil for petrol and artificial cotton for cotton.—Reuter.

HUNGARY'S FOREIGN DEBT

Negotiations In London

London, June 25. The Hungarian Minister of Finance has arrived here to negotiate with the League Loans Committee as regards Hungary's foreign debt.—Reuter.

GERMAN DEBT NEGOTIATION

Secrecy In Visit To London

Berlin, June 25. The greatest secrecy is maintained regarding the financial experts the Government is sending to London to-morrow to discuss the problem of the Young and Dawes Loans in response to Britain's invitation.

It is considered certain that neither Dr. Schacht nor Dr. Von Kroschke will be included in the delegation, and it would not represent private bankers, who are not concerned with the two loans.—Reuter.

YACHT TRIP TO NAGASAKI

Capt. Jorgensen Returns

Shanghai, June 25. The well-known Shanghai pilot, Captain S. P. Jorgensen, who early this month sailed from Shanghai to Nagasaki in 44 days in the 27-foot yacht, Damascot, arrived here last night from Nagasaki after a rough passage lasting five days.

Captain Jorgensen stated that he was very tired and would have arrived earlier but the fates were against him and his companion, Mr. N. D. Jensen. They were becalmed, and, to make matters worse, the auxiliary engine gave trouble.—Reuter.

SILVER MARKET

(From Our Own Correspondent)

London, June 25. London silver prices to-day were up one-sixteenth, as follows: Spot 20.5/16 204 Forward 20 207/16 The London on New York cross-rate at 2 p.m. to-day was 5.03 7/16, compared with 5.03 9/16 at closing yesterday.

MR. BULLITT IN AIR MISHAP

Plane Overturned In A Swamp

Moscow, June 24. An aeroplane carrying the United States Ambassador in Moscow, Mr. William C. Bullitt, to Leningrad to meet his 12-year-old daughter, Ann, crashed, owing to engine failure, when manoeuvring to land at Leningrad aerodrome to-day.

The plane landed in a swamp adjoining the aerodrome and overturned, but Mr. Bullitt and his pilot, an American flyer, Lieutenant White, were unhurt. They crawled out of the wreckage smiling.

The plane was the Ambassador's personal machine in which he has made trips to various parts of Russia.—Reuter.

LOW HURDLES RECORD

Los Angeles, June 25. In the world records bettered at the National Collegiate track and field meeting, the 220 yards low hurdles electrically timed gave a result of 23.18 seconds, which is outside the world's record of 23 seconds.

It is unlikely that Hardin's watch time of 22-7/10 seconds for this event will be allowed to stand.—Reuter.

CHIANG KAI SHEK'S MOVEMENTS

Shanghai, June 25. Marshal Chiang Kai Shek is leaving for Hangchow from Nanking to-day to inspect the Central Aviation Academy, and may meet Mr. Huang Fu. Mr. Huang Fu left here for Hangchow this morning. Mr. Wang Ching Wei arrived at Nanking this morning.—Reuter.

RESTORATION OF ARMED GUARDS

SEQUEL AT COMMONS TO SHUNTEN AFFAIR

Statement In Reply By Sir Eyres Monsell

London, June 25.

The restoration of the services of armed guards free of charge for protection of vessels in the Far East against pirates was sought by Brigadier-General L. C. G. Tufnell at question time in the House of Commons to-day.

Sir Eyres Monsell, First Lord of the Admiralty, replied that the Shuntien case was one of internal piracy. The shipping companies maintained an armed force as their own cost under the control of the Hong Kong Police to meet such cases. This arrangement, coupled with the adoption of the system of grilles on board, had operated satisfactorily since 1930.

It was hitherto confined to ships trading in South China waters and not yet extended to ships trading in North China waters since they had hitherto not been subjected to this form of attack. He saw no reason why this or a similar arrangement should not be adopted in their case also.

Prior to 1930, Sir Eyres Monsell continued, naval and military guards were supplied as a temporary arrangement pending the introduction of police guards. The reintroduction of such guards as a regular arrangement was not considered to be necessary, but the local Naval and Military authorities were fully alive to the possibility of that provision and such guards may be necessary in special emergencies. He understood that a military guard was actually supplied to a passenger steamer which left Shanghai northward on June 19.

Sir Eyres Monsell said that if we had to automatically supply naval and military guards to ships, it would impose a very great strain on our personnel in that area. He was quite willing to meet every case within his power, but could not promise to automatically supply armed guards from the Naval and Military forces.

WORK OF H.M.S. EAGLE

Lieut.-Col. Sir F. E. Fremantle asked if the services of H.M.S. Eagle had not shown the immense value of aerial bombing for police purposes.

Sir Eyres Monsell said that it had shown a very fine example of co-operation between the air and sea.—Reuter.

ULTIMATUM TO PIRATES

Release Of Captives Demanded

Chefoo, June 25. Colonel Ma Ching of General Han Fu Chu's forces is reported to have sent an ultimatum to the pirates demanding the release of the Chinese captives taken in the Shuntien piracy.

The ultimatum states that if the order is complied with, military operations will cease, otherwise heavy reprisals will be immediately instituted.—Reuter.

THE WOUNDED OFFICER

Chefoo, June 25. Mr. J. P. Ross, third officer of the s.s. Sigmund, who was wounded in the piracy, is gaining in strength and sleeping well. He is taking nourishment.—Reuter.

JAPANESE REPORTS DENIED

Moscow, June 25. The Tass Agency denies Japanese reports of a secret agreement between China and Russia alleged to be providing, inter alia, for road-making, thus spreading Soviet influence in Inner Mongolia.—Reuter.



TRADE DEPRESSION and what it means to YOU

Worries and difficulties press upon us all. Energies flag, courage fails, health becomes impaired and effort loses its force—whereas the highest efficiency is necessary in order to grapple with the difficulties prevailing.

Now—more than ever before—is the maintenance of health and energy the first necessity for everyone. Without health and cheerfulness you cannot face the future with confidence.

"Ovaltine" refreshes and invigorates. "Ovaltine" recreates energy and gives glorious health. Renewed vigour and vitality change the mental outlook—depression gives way to courage—lethargy is transformed into effort—hope takes the place of despair.

OVALTINE

Hot or Cold
The Cup that Creates Cheerfulness

(AFB)

COLOMBO UNLUCKY AT VITAL STAGE OF RACE

Gordon Richards' Second On Easton: Champion Jockey's Great Day

(Special Air-Mail Service)

London, June 9. Windsor Lad, ridden by Charles Shirke and trained by Marcus Marsh, won the Derby for the Maharaja of Rajpipla, writes a correspondent. Second, beaten a length, was Lord Woolavington's Easton, ridden by Gordon Richards, and third was the hot favourite, Colombo, in Lord Glanville's colours. He was beaten a neck from the second horse.

The winner covered the mile and a half in 2min 34sec., which equals the record set up by Typhoon a year ago.

Colombo appeared in the paddock already saddled. He had been prepared for the race in the quietude of the Durdans Plantation. When he came into public view he was cool and contented. There was no sign of any temperamental outbreak. He proceeded to the parade ring, and from that moment there was never any question about his nerves failing him. He looked strong and in perfect trim for the race.

Really the only horses that interested the critics and the public generally were Colombo, Windsor Lad, Easton, Umidwar and Tiberius. Four of them were in the first four positions. Only Umidwar ran below expectations, to be placed seventh.

There was little delay at the start. When the barrier was raised the favourite was well away, though he had been drawn on the low ground, which is not considered the most favourable. Actually the first to show in front was Steve Donoghue's mount, Medieval Knight. One then noted Tiberius taking third place. Umidwar, Windsor Lad, and Admiral Drake were among the slow beginners.

After they had covered about half a mile Medieval Knight was still in front, with the favourite behind him, and now next the rails. It is not inconceivable that the story of the race might have had to be written differently had Colombo not been so tucked up close to the rails, with Bonadman, Windsor Lad, Fleetfoot, Primero, and Badruddin all racing on his outside.

A Dramatic Change

This was the start of the pocket. In which Colombo was found half-way during the long and critical descent of Tattenham Corner. They came to the upper ground, just before making the big turn, at which point the friends of the favourite could not have failed to be well satisfied. Then occurred a dramatic change.

Colombo did not keep his place. Meanwhile, Tiberius had gone to the front and was being followed into the straight by Windsor Lad. When, soon afterwards, Windsor took the lead from Tiberius the race was won for the Maharaja's colt. He was never headed again. Such changes as occurred afterwards affected others. Tiberius began to weaken just when he should have been served by his presumed stamina.

Easton Makes Up Ground. Easton, who had been just behind Colombo nearing the end of the descent, but on his outside, and, therefore, with a clear run, began to make considerable headway up the straight. Windsor Lad and Easton appeared to have the issue between them until Colombo again came into view.

This time however, he was seen wide out in the middle of the course. It was astonishing to find him there. Yet there he was, and though there was a clear road ahead it was obvious that he would have to be something more, than the unbeaten horse of the period to overcome the seriousness of the position he was now in.

Luck Against Colombo. I could give him no chance. The other two were too far in front with little more ground to cover. Yet for a few seconds there did seem a possibility that the favourite would come storming on the scene to maintain his status as a champion. He closed the gap up to a point. But the effort could not be maintained. He had had to cover more ground, probably by several lengths, than any other horse from the time the turn to the straight had been reached.

Even if Colombo had not done so he might never have beaten the winner, but one is left in some

doubt. He was running on at the finish, which makes me think he was not beaten because he could not stay the mile and a half. The luck was not with him and his jockey. He was pocketed at a most vital stage of the race while others were getting a free and open first run on him.

Fourth was Tiberius and fifth the Aga Khan's Alshah, though his jockey, Permain, reported that at the top of the "Corner" he lost both his irons. Why this should have happened I do not know. At the time he was well behind the leading bunch. In the circumstances Alshah can be expected to do well on a future occasion.

Admiral Drake, the French candidate, broke down, which explains his failure. We must accept the result as it stands and admit that for the moment Colombo has failed to live up to the great expectations entertained of him. I am far from satisfied about him. It is not possible to go much further than that, except to say that one is left with the feeling that if things had gone more his way he might have maintained his unbeaten reputation and be the Derby winner to-day.

Windsor Lad's Owner.

The right thing in the circumstances is to give a great measure of credit to Windsor Lad and to say that he won without leaving the slightest doubt as to his stamina, his speed and his courage. It was a grand thing for all concerned. The Maharaja of Rajpipla was naturally immensely elated. He is greatly liked by all his English friends and this magnificent victory has come to him after about a dozen years of ownership on our turf.

I recall a victory on Epsom's racecourse some years ago when Embargo won for him the City and Suburban. He was no more than a handicapper. Windsor Lad was bought by him as a yearling because he was a son of Blandford, whose stock were winning the big races. Blandford, indeed, has now sired three Derby winners—Trigo, Blenheim and Windsor Lad. It is a great performance for that side, now, by the way, at the Whatcombe stud in England.

Royal Congratulations.

The Maharaja was speedily on the course waiting to lead in his horse. One of the first to congratulate him was the Aga Khan. Many others cordially extended their felicitations. Very soon after the jockey had weighed in the Maharaja was invited to proceed to the Royal box and there receive the congratulations of the King and Queen. He was truly delighted with the warmth of the reception on every hand, and will certainly never forget this wonderful day in his life.

We must not forget the big parties played by the trainer and jockey. If only the late Richard, Marsh could have been spared to witness the success of a Derby winner trained by his son! The King's late trainer himself trained the Derby winners Jeddah, Persimmon, Diamond Jubilee and Minoru. Now his son, who is a young man and most able for his years, has achieved this fine thing for the Indian ruler. The jockey, Charles Shirke, was unable to ride for five years because of the displeasure of the Jockey Club, but he came back last autumn and his great chance came to ride this fabled horse in the Derby. He showed coolness, fine judgment and skill, and is now re-established in the best sense.

Richards in Two Dead-Heats

In a minor way it was a notable day for Gordon Richards. He is fairly used to riding two or three winners a day, more so last year than this. At the same time, it is something out of the common for a jockey to be on three winners and on placed horses in all the other three races. His winners were Sunny Palm, who won the Stewards' High-Weight Handicap of five furlongs, Danesford, who for the Caterham Stakes beat the hot favourite, King Stephen; and Windolite, who dead-heated with Spurtle for the Epsom Handicap. Richards was concerned in two dead-heats. On Spaniard he dead-heated with False Point for second place behind Bach, the six length's winner of the Ramrore Selling Plate. He might, perhaps,

LAWN BOWLS

Open Pairs Championship

Three matches of the Lawn Bowls Open Pairs Championship were decided yesterday on the Happy Valley greens.

Of these matches played all of them were evenly contested except for the one, when A. E. Coates and M. J. Medina recorded a win by the margin of twenty-six shots over J. J. and C. H. Basto.

On the Craigengower green, A. Chapman and J. Fraser defeated E. W. Simmonds and J. Deakin by 23 to 16 shots. The winners scored in 12 heads and at the eighth and nineteenth, they registered a "5" and a "6" respectively. The losers scored a five at the last head.

A. E. Coates and M. J. Medina beat J. J. and C. H. Basto by 35 shots to 9. They scored in 15 heads, while the latter in six. This match was played on the Police Recreation Club green.

N. M. Currie and J. F. Lunny defeated A. R. Clarke and G. C. Moss by 20 to 17 shots at the Civil Service Cricket Club green.

LOCAL GOLF

Courses Not Closed

In view of the unauthorized statements that have appeared in the local Press that Happy Valley and Deep Water Bay golf courses would be closed until July 2nd, the Secretary of the Royal Hongkong Golf Club has requested us to state that Happy Valley is closed anyhow till Wednesday 27th, as the grass cannot be cut and there is a lot of mud on the Course. Date of re-opening cannot be guaranteed.

Deep Water Bay was opened partially yesterday.

Given reasonable weather it is hoped that all this Course may be open in about another week. Fanning Old Course is in excellent shape, while the Relief Course is wet and the grass on it is long.

have been a clear second had he not eased his well-beaten horse too soon. The other dead-heater was Windolite, who just failed to gain a slight advantage of Spurtle in the seven-furlong handicap which brought racing to a close.

Bach's New Owner

The biggest field of the afternoon was that which competed for the Derby. Others showed a shrinkage. Bach had been brought from a small stable in East Yorkshire for his selling race. He moved discouragingly in the canter to the post, but there was a different story to tell in the race. He raced right away from the rest, with his jockey bent on keeping him going at full stretch to the end. At 350ms, he found a new owner in Mr. F. O. Bezner, the owner of one of the dead-heaters, False Point.

Deceptive did not fulfil the expectations that, in selling plate company, she might be a good thing for the Wallington Plate for two-year-olds. This filly in Sir Alfred Butt's ownership was smartly away, but no more than that. She was not racing happily on the ground, and the ultimate winner, Maydite F. in Stanley Wootton's ownership, went away from her and Flanagan rather easily. I cannot think Deceptive gave her proper running. Stanley Wootton's winner was bought in for 410gns.

Corndon, the favourite for the Stewards' Handicap, is a handsome chestnut, with all the appearance of a good sprinter. He is French-bred, and had run once before in this country, when he caught the eye of some careful observers. Here he was favourite, which means there were very considerable hopes of him. He took a lot out of himself at the post, and was not well away, though in no sense "left."

However, he came on the scene to give the impression that he might overhaul Sunny Palm, on whom Gordon Richards had made a spy beginning. Corndon failed by a head, with Vasloff less than a length away, in third place. Maid of Essex, for whom there was substantial support, could not overcome a slow beginning.

King Stephen's First Defeat

King Stephen was the second unbeaten horse of the afternoon to meet with disaster. The tragedy of Colombo had been told. King Stephen had won all his three races as a two-year-old. He was clearly expected to have the slightest difficulty in winning his fourth.

His penalty was no more than

FRENCH GRAND PRIX

Win For Admiral Drake

Paris, June 24.

With Steve Donoghue up, Mr. Leon Volterra's Admiral Drake, which ran last in the Derby, won the French Grand Prix, run over a mile and seven furlongs at the Longchamps racecourse to-day, leading Fouloubin by 11 lengths.

Lord Woolavington's Easton, which ran third in the Derby, with Gordon Richards up, finished third, the same distance behind Fouloubin in a field of seventeen starters.

The pari-mutuel betting to a five-franc stake was: Admiral Drake, Fr. 29.50 win; Fr. 24.50 place; Fouloubin, Fr. 53.50 place; Easton, Fr. 10.50 place.—Reuter.

NEW COLONEL FOR BORDERERS

Relieves Lt.-Col. G. T. Raikes

Lt.-Col. A. E. Williams, D.S.O., M.C., who was appointed to succeed Lt.-Col. G. T. Raikes, D.S.O., as Officer Commanding the 1st Battalion, the South Wales Borderers, arrived in the Colony on Friday last, by the Blue Funnel liner s.s. Patroclus and assumed command on the following day. During the absence of Lt.-Col. Raikes, Major P. Goutwaltz, M.C., was in temporary command.

TOUR OF SIAMESE ROYALTY

(Special to the "Hong Kong Daily Press" (Copyright).)

Cologne, June 24. The King and Queen of Siam and their retinue arrived here early on Sunday en route to Denmark where they will be the guests of the Danish Royal family for a week. The Siamese royal couple will return to Germany, stopping at Hamburg on July 1, and will make a formal visit to Berlin for an indefinite period beginning July 2.—Transocean Kuo Min.

DAY OF CATHOLICISM

(Special to the "Hong Kong Daily Press" (Copyright).)

Berlin, June 24. Ten thousand Catholics assembled in the stadium in Hoppegarten on Sunday for the annual celebration of the "Day of Catholicism." Among the ceremonies was an impressive speech by the new Bishop of Berlin, Bares when he dedicated his diocese in execution of the dying wishes of his late predecessor, Bishop Dr. Christian Schreiber. The Papal Nuncio Orsenigo and prominent Catholic leaders also attended.—Transocean Kuo Min.

7th, but it was more than enough. He lost by a head probably as the result of swerving away much more ground than he lost by. I consider it quite likely that the swerving was brought about by dislike of the conditions underfoot. The colt was probably flinching from it.

Stratford's Stock Do Well

Danesford, who won, is a colt by Stratford. He was a yearling purchased for no more than 200 guineas. The third, Phonetic, is also sired by Stratford, who, with the winner of the selling plate for two-year-olds, may be said to have received the right sort of advertisement.

On Windolite the champion jockey was seen at his best, and might indeed be considered unlucky not to have won outright. The shades of luck in racing are never so pronounced as on this course.

Coronation Cup To-day

I hope to see Hyperion win the Coronation Cup this afternoon for Lord Derby. Raymond, I am informed, will not run because of the state of the going. King Salmon is another probable absentee. Chateaufort has no chance on her Manchester Cup running, but I am prepared to see her do better on the scene of her Oaks triumph of a year ago. Mate may be the one to trouble Hyperion, if, indeed, he is to be troubled.

I make the best bet of the day to be The Jesuit for the Great Surrey Foal Plate. Zanoff, in the Royal Stakes, will be on a favourite battleground but so also will Polar Bear. Choice is made of Mrs. J. B. Joel's horse, who won here at the Spring meeting. Montrose should win the Durdans Handicap.

LOCAL TENNIS

U.S.R.C. Win Mixed Doubles

Playing excellent tennis L. Goldman and Mrs. Kayll, the United Services Recreation Club's No. 1 pair in the Mixed Doubles League won all three of their games against the Kowloon Cricket Club's combinations and in doing so won the Mixed Doubles League for their club. Incidentally they also established a record in that they have not lost a set throughout the League.

The U.S.R.C. beat the K.C.C. by 5 sets to 4 although in the first three games they were one set down. In the second stanza they drew level and with the score standing at 3-3 Capt. Cannon, after a bad start and well supported by Mrs. Lewis Bryan took their set against A.E.P. Guest and Mrs. Miller, while Goldman and Mrs. Kayll defeated the crack K.C.C. pair, Teddy Fincher and Mrs. Wilson by 5 games to 2.

Had the K.C.C. won yesterday's encounter it is almost certain that they would have won the re-play with the best U.S.R.C. partnership broken up, as Mrs. Kayll leaves Hongkong this morning for Welhaven by the Pearl.

Score follows:—

L. Goldman and Mrs. Kayll (U.S.R.C.):—
beat E. C. Fincher and Mrs. W. H. Wilson 6-2
beat G. Bodiker and Miss M. Griffith 6-4
beat A. E. P. Guest and Mrs. Miller 8-3
Captain P. S. Cannon and Mrs. Lewis Bryan (U.S.R.C.):—
lost to Fincher and Mrs. Wilson 5-7
lost to Bodiker and Miss Griffith 3-6
beat Guest and Mrs. Miller 6-3
Major and Mrs. R. L. Withington (U.S.R.C.):—
lost to Fincher and Mrs. W. H. Wilson 1-6
lost to Bodiker and Miss Griffith 5-7
beat Guest and Mrs. Miller 6-3
C.R.C. v. L.R.C.

The match between the Chinese R.C. and the Ladies R.C. was played at Causeway Bay and resulted in a win for the home team by 64 sets to 21.

The following were the results:—
Tam Yee Fong and Mrs. Chiu Tsun Tai (C.C.C.):—
beat Dr. and Mrs. Traill 6-4
beat Armstrong and Miss Thomas 6-2
Patterson 6-6
W. C. Hung and Miss Chung Woon Wai (C.R.C.):—
lost to Dr. and Mrs. Traill 4-6
beat Armstrong and Miss Thomas 6-1
beat Dunham and Miss Patterson 6-4
Ho Ka Lau and Mrs. Ho Ka Lau (C.R.C.):—
lost to Dr. and Mrs. Traill 5-7
beat Armstrong and Miss Thomas 7-5
beat Dunham and Miss Patterson 6-3

KIDNAPPING CHARGE FAILS

This is no kidnapping case and these three people should never have been charged with the offence, said Mr. Wynne-Jones at the Kowloon Magistracy yesterday, when he discharged Chan Siu, Chan Ying (female) and Chan Choi on a charge of kidnapping Chan Man-kit, a 14 year old boy at Kowloon City on June 13. The Inspector in charge in outlining the facts of the case said that on June 13 the complainant and boy's father went to the Kowloon Tong Police Station and reported that his child had been missing for the past three days. The boy's father said he did not know any of the accused and when questioned on his son's character said "he is a very naughty boy and I have often had to tick him for playing truant." His Worship: Has he ever been away from home over-night? Witness:—On several occasions, he has left home in the evening and slept in uninhabited premises owned by relatives of mine. His Worship addressing the Inspector in charge said the charge should never have been made against the defendants and accordingly discharged them.

There
"My girl," said Harold proudly, "is a decided blonde."
"Yes," said Madge, "I was with her when she decided."

U. S. BASEBALL

Sunday's Games

New York, June 24. The following were the results of baseball games played to-day:—

National League
R. H. E.
Brooklyn 1 7 1
Chicago 5 10 0
F. Herman and Hurst hit a homer.

Brooklyn 0 7 1
Chicago 8 12 0
Tinning pitched, Grimm hit a homer.

Boston 2 9 0
Cincinnati 0 7 0
Rhem pitched

Boston 7 14 1
Cincinnati 10 15 0

Philadelphia 5 13 2
Pittsburg 11 11 0
P. Waner hit a homer

New York 9 13 1
St. Louis 7 12 1

America League
Chicago 0 5 1
Red Ruffing pitched.
New York 5 8 0
Babe Ruth hit a homer.

Cleveland 6 11 2
Boston 1 1 0
Reynolds hit a homer.

Detroit 8 12 2
Greenberg hit a homer.
Philadelphia 4 12 2
Johnson and Hayes hit homers.

St. Louis 0 5 2
Stewart pitched.
Washington 7 10 0
—Reuter.

GERMAN DERBY

(Special to the "Hong Kong Daily Press" (Copyright).)

Berlin, June 24. The "German Derby," an annual flat racing classic of the Reich, was won on the Hamburg Horn race-track on Sunday by Athanasius of Erlenhof stables with Blingen second, Agallre third and Ehrenpreis fourth. The masterly riding tactics of the crack jockey, Rastenberg, was in a large way responsible in bringing Athanasius home half a length in front of the field of twelve over the standard distance of 2,400 metres.—Transocean Kuo Min.

Wiping Their Feet

Little Jean, aged four, had come to spend the summer in the country. Everything was new and wonderful. One morning she came running in, all excitement, "Oh, Auntie!" she cried, "come out, quick. The little chickens have gotten out of the coop and are under the rose bushes, wiping their feet as hard as they can."

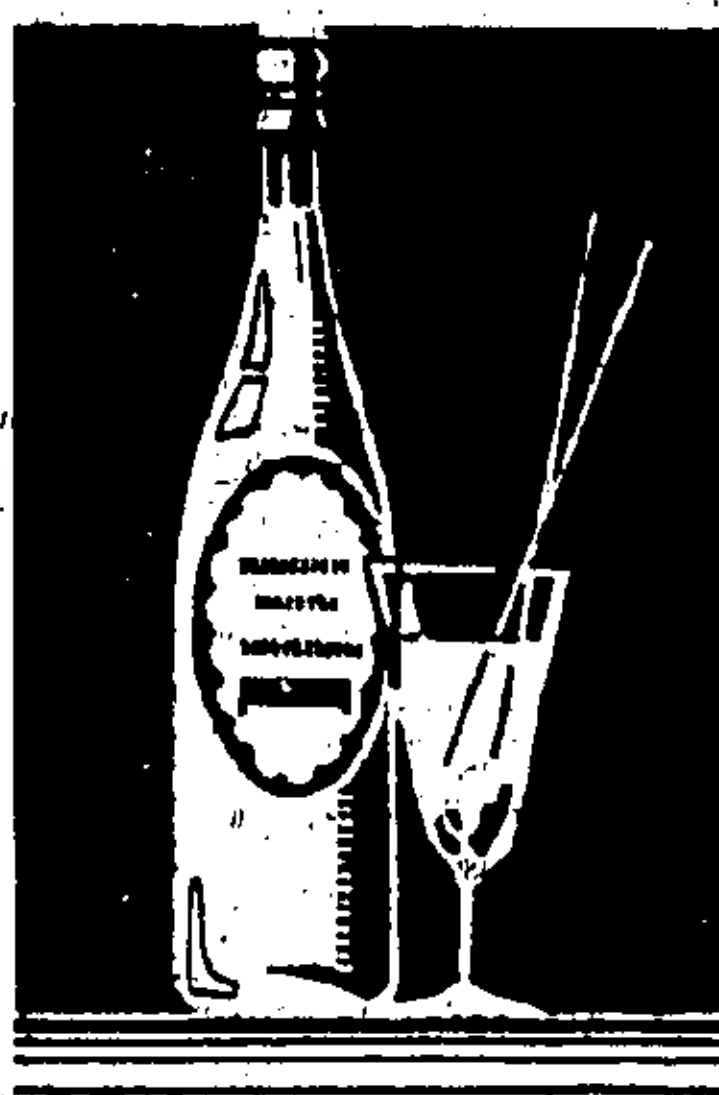
THIS TIN FOIL CLOSURE THIS

GLASS STOPPER THIS COLLAR

THIS



ALL GUARANTEE HENNESSY BRANDY



THE COOLEST SUMMER DRINK ROSE'S LIME JUICE

Mixes with all others

Sole Agents: CALDBECK, MACGREGOR & CO., LTD., Hong Kong.

LOCAL MAPS

Peak District, Kowloon, Victoria, New Territories.

HONGKONG DAILY PRESS.

THE NEW SPALDING LAMINA MULTI-PLY RACKET

6 PLY FRAME WITH A GUARANTEE AGAINST BREAKING OR WARPING

Spat Cut away to show 6 laminations of Beech and Ash

The new Spalding "Lamina" Multi-PLY will be the sensation of 1934. The frame is made of six layers of Ash and Beech woods, laminated like the leaves of a carriage spring. Tested under all conditions and in tropical climates not a single frame has warped the fraction of an inch. The absolutely rigid frame gives a terrific pat to the ball and ensures accurate placing. Write to the address below for booklet giving full details and prices.

THE MOST POWERFUL RACKET MADE!

A.G. SPALDING & BROS. (British) Ltd. Export Dept.

DAILY SHARE QUOTATIONS

Hong Kong Stock Exchange

Sharebrokers' Association

MONDAY, JUNE 25							
Buyers	Sellers	Rate	Quantity	Buyers	Sellers	Rate	Quantity
Banks							
...	...	\$1,840	...	H.K. Banks	...	\$1,845	...
...	...	...	...	Do. (London)	...	218	...
...	...	...	...	Chartered Banks	...	288	...
...	...	...	...	Do. (C)	...	215	...
...	...	...	...	Bank of East Asia	...	390	...
...	...	...	...	N. O. & S. Banks	...	390	...
...	...	...	...	Am. O. Fin. Corp.	...	390	...
...	...	...	...	Ch. Fin. Corp. (Ind. S.)	...	390	...
...	...	...	...	Do. (Prof. S.)	...	390	...
Insurance							
...	...	...	...	Canton Insurance	...	330	...
...	...	...	...	Underwriters	...	330	...
...	...	...	...	Union Insurance	...	330	...
...	...	...	...	China Fire	...	330	...
...	...	...	...	H.K. Fire	...	330	...
...	...	...	...	International Assoc. S.	...	330	...
Shipping							
...	...	...	...	Douglas	...	340	...
...	...	...	...	Steamboats	...	37	...
...	...	...	...	Indo. (Prof.)	...	330	...
...	...	...	...	Do. (Def.)	...	330	...
...	...	...	...	Ships	...	300	...
...	...	...	...	Waterways	...	311	...
Mining							
...	...	...	...	Antamoks	...	69 cts.	...
...	...	...	...	Balaton	...	...	...
...	...	...	...	Baguio Gold	...	34 cts.	...
...	...	...	...	Begeet Consolidated	...	17 cts.	...
...	...	...	...	Do. Exploration	...	13 cts.	...
...	...	...	...	Do. Goldfield	...	...	...
...	...	...	...	Big Wedge	...	...	...
...	...	...	...	Gold River	...	...	...
...	...	...	...	Gold Creek	...	...	...
...	...	...	...	Ipo Mining	...	...	...
...	...	...	...	Iogons	...	...	...
...	...	...	...	Kailash	...	...	...
...	...	...	...	Langkai (single S.)	...	...	...
...	...	...	...	Explorations	...	...	...
...	...	...	...	Shanghai Loans	...	...	...
...	...	...	...	Rauha	...	...	...
...	...	...	...	Venezuela Gold Fld.	...	...	...
...	...	...	...	Docks, Wharves, Godowns, etc.	...	...	...
...	...	...	...	H.K. & K. Wharves	...	...	...
...	...	...	...	Providence (old)	...	...	...
...	...	...	...	Do. (new)	...	...	...
...	...	...	...	H.K. & W. Docks	...	...	...
...	...	...	...	S. China Motors	...	...	...
...	...	...	...	Do. (new)	...	...	...
...	...	...	...	Shanghai Docks	...	...	...
...	...	...	...	New Engineering S.	...	...	...
...	...	...	...	Hongkong (old) S.	...	...	...
...	...	...	...	Do. (new) S.	...	...	...
Land, Hotels, and Buildings							
...	...	...	...	H.K. Hotels	...	...	...
...	...	...	...	H.K. Lands	...	...	...
...	...	...	...	Shanghai Lands	...	...	...
...	...	...	...	Metropolitan Lands	...	...	...
...	...	...	...	H.K. Estates	...	...	...
...	...	...	...	China Do.	...	...	...
...	...	...	...	Do. Debutures S.	...	...	...
...	...	...	...	Humphreys	...	...	...
...	...	...	...	New Asia Hotel	...	...	...
...	...	...	...	Asia Hotel	...	...	...
...	...	...	...	Do. (up) S.	...	...	...
...	...	...	...	China Estate	...	...	...
...	...	...	...	Cotton Mills	...	...	...
...	...	...	...	Ewa	...	...	...
...	...	...	...	S'hai Cotton (old) S.	...	...	...
...	...	...	...	Do. (new) S.	...	...	...
...	...	...	...	Zoong Sings	...	...	...
...	...	...	...	Wing On Textile (S.)	...	...	...
Public Utilities							
...	...	...	...	Tramways	...	...	...
...	...	...	...	Peak Trams (old)	...	...	...
...	...	...	...	Do. (new)	...	...	...
...	...	...	...	Star Ferries	...	...	...
...	...	...	...	Yammat Ferries	...	...	...
...	...	...	...	China Lights (old)	...	...	...
...	...	...	...	Do. (new)	...	...	...
...	...	...	...	H.K. Electric	...	...	...
...	...	...	...	Macao do.	...	...	...
...	...	...	...	Sandakan Lights	...	...	...
...	...	...	...	Telephones (old)	...	...	...
...	...	...	...	Do. (new)	...	...	...
...	...	...	...	China Buses	...	...	...
...	...	...	...	Tramways	...	...	...
...	...	...	...	Do. (new)	...	...	...
Industrials							
...	...	...	...	Mishabon Sugars	...	...	...
...	...	...	...	Calbeck, (new) S.	...	...	...
...	...	...	...	Magregat (Prof. S.)	...	...	...
...	...	...	...	Canton Ice	...	...	...
...	...	...	...	Cements (old)	...	...	...
...	...	...	...	Do. (new)	...	...	...
...	...	...	...	Ropes	...	...	...
...	...	...	...	Miscellaneous	...	...	...
...	...	...	...	Dairy Farms	...	...	...
...	...	...	...	Der A. Wings	...	...	...
...	...	...	...	Amusements	...	...	...
...	...	...	...	Ch. Etainments	...	...	...
...	...	...	...	Constructions (old)	...	...	...
...	...	...	...	Do. (new)	...	...	...
...	...	...	...	Lane Crawford	...	...	...
...	...	...	...	Mackintosh	...	...	...
...	...	...	...	Nanyang Tobacco	...	...	...
...	...	...	...	Sincere	...	...	...
...	...	...	...	Watsons	...	...	...
...	...	...	...	Wm. Powells	...	...	...
...	...	...	...	N. C. Greyhounds	...	...	...
...	...	...	...	S. C. Enterprises	...	...	...
...	...	...	...	United Theatres	...	...	...
...	...	...	...	Ch. G. S. 1926 G. S. Bda	...	...	...
...	...	...	...	H. K. Gov. Loans	...	...	...
...	...	...	...	Wallace Harper	...	...	...
...	...	...	...	H.K. Wing On	...	...	...
...	...	...	...	S'hai Do.	...	...	...

PURCHASES OF SILVER

Cautious Policy By America

London, June 25. Authoritative assurances have been given by the United States Treasury that for the present at least it will issue new silver certificates only to the amount equal to the purchase price of the silver which it acquires, declares the Washington correspondent of "The Times".

The fact that the Treasury does not intend to exercise its right to issue "certificates" to the amount equal to the statutory value of silver of \$1.29 per ounce is regarded as another indication that the Administration is anxious to avoid

any move liable to disturb public confidence in currency and so react unfavourably on the basic recovery programme.

One hundred million ounces of silver is believed to have been purchased since the new policy was implemented, at a cost of \$50,000,000 provided from the \$200,000,000 stabilisation fund.

It is understood that these purchases will be continued until at least a further 1,000,000,000 ounces are acquired. The Treasury, however, will regulate them so as to avoid a possible rapid speculative rise in the silver price.

In the event of such a rise, the Treasury will probably counteract it by quitting the market until the price of silver is returned to more profitable levels.—Reuter.

NEW YORK STOCK AND COMMODITY QUOTATIONS

AMERICAN ORIENTAL FINANCE CORPORATION AND S. E. LEVY & CO.

New York, June 23. The American Oriental Finance Corporation report through their New York agents, Messrs. E. A. Pierce & Co., states:—

Stocks:—The market gave no indication of any particular trend and it is impossible to tell what is just ahead. Our guess is for a continuance of trading within a narrow range.

Wheat:—The tremendous reduction in the figures for the European wheat crop together with the known shortage of the crop in the United States has attracted a great deal of attention and is becoming a major market influence, inducing fairly general buying. Prices opened higher on better cables and were easily influenced on buying orders.

Cotton:—Liquidation of July options was fairly active. The South sold and the Trade bought. There was some evidence of price-fixing towards the close. Weather conditions are favourable in the Eastern Belt, but rains are needed in the West.

NEW YORK MID-DAY PRICES

The following mid-day prices were received yesterday from New York by Messrs. American Oriental Finance Corporation and S. E. Levy & Co.

COMMODITIES		June 23		June 25		Mid-day	
		Close	Open	10.30	11.00	11.30	
Sterling	...	5.03	5.03	5.03	5.03	5.03	...
Cotton: October	...	12.21	12.30	12.29	12.28	12.28	...
Cotton: December	...	12.33	12.42	12.41	12.39	12.39	...
Silver: September	...	45.80	...	45.90	46.00	46.10	...
Silver: December	...	46.15	...	46.68	46.65	46.80	...
Rubber: September	...	13.66	13.88	13.94	13.98	13.63	...
Rubber: December	...	14.04	...	14.29	14.30	14.22	...
Wheat: September	...	93	...	92	92	91	...
Wheat: December	...	94	...	94	93	93	...
Corn: September	...	58	...	58	57	58	...
Corn: December	...	59	...	59	58	58	...
STOCKS							
Am. Smelting	...	42	42	42	42	41	...
Auburn	...	25	25	25	25	24	...
J. I. Case	...	51	...	50	50	49	...
Dupont	...	89	89	89	89	89	...
Elce. Bond and Share	...	15	15	15	15	15	...
General Motors	...	31	31	31	31	30	...
Inter. Tel. and Tel.	...	12	12	12	12	12	...
McIntyre Porcupine	...	48	48	47	47	47	...
Montgomery Ward	...	27	27	27	27	27	...
Natl. Distillers	...	24	24	24	24	23	...
N. Y. Central	...	29	29	29	29	29	...
Socony Vacuum	...	15	15	15	15	16	...
United Aircraft	...	18	18	18	18	18	...
U. S. Steel	...	40	40	40	40	39	...
Westinghouse	...	36	36	36	36	36	...

FURTHER QUOTATIONS

(THROUGH REUTERS'S)
American Oriental Finance Corporation and S. E. Levy & Company

New York, June 23		June 22 June 23	
Air Reduction	...	77	88
American Radiator	...	13	14
Bendix Aviation	...	14	14
Caterpillar Co.	...	27	27
Electric Autolite Co.	...	20	21
Gillette Safety Razor	...	10	10
McIntyre Porcupine	...	48	48
National Biscuit	...	35	35
Natl. Dairy Products	...	17	17
Otis Elevator	...	15	15
Standard Brands	...	20	20

COMMODITY PRICES

New York Cotton		June 22 June 23	
Closing	...	11.39/92	11.91/93
Opening	...	12.18/20	12.20/22
Oct.	...	12.30/31	12.31/32
Dec.	...	12.35/35	12.37/38
Jan.	...	12.45/45	12.49/49
Mar.	...	12.55/55	12.57/57
Spot	...	12.10	12.15

New York Silver		June 22 June 23	
Closing	...	45.40/40	45.40/40
Sept.	...	45.65/80	45.65/80
Oct.	...	45.80/80	market closed
Dec.	...	46.15/15	46.15/15
Jan.	...	46.35/35	46.35/35
Mar.	...	46.75/75	46.75/75
Total	...	45 contracts	45 contracts

New York Rubber		June 22 June 23	
Closing	...	13.38	13.38
Sept.	...	13.66/66	13.66/66
Oct.	...	13.80/80	market closed
Dec.	...	14.02/04	14.02/04
Jan.	...	14.12/12	14.12/12
Mar.	...	14.35	14.35
Total	...	937 contracts	937 contracts

LATE NIGHT CABLES

The following cables received last night are forwarded by the American Oriental Finance Corporation:—

London Forecast:—The recent resting condition is expected to continue in the absence of stimulating factors.

Wheat:—Prices are expected to be lower on rains and on more favourable weather news, especially from Australia.

Rubber:—Slightly higher.

New York Cable:—At the opening the market was quiet and without any tenders. Indices continue better than seasonal.

Silver:—Increased liquidation of July options was readily absorbed

H. K. STOCK EXCHANGE

YESTERDAY'S OFFICIAL QUOTATIONS

Settlement eve though it is, today's market was fairly firm, specially in the lower-priced section, there having been inquiries for Hotels at \$5.85, Ewo at \$11.60 and Lights at \$8.70.

Telephones (old) also firmed in the afternoon, and were bid for at \$24.70.

SALES
Hongkong Banks, \$1840.
Hongkong Trams, \$211.
China Lights (old), \$8.80.
Electricity, \$73.
Telephones (new), \$12.15.
Cements, \$2.70.

BUYERS
Union Waterboats, \$111.
Ewo Cottons, \$11.30.
Hotels, \$5.85.
Realities, \$5.30.
Hongkong Trams, \$21.20.
China Lights (old), \$8.70.
China Lights (new), \$8.4.
Electricity, \$72.
Telephones (old), \$24.70.
Cements, \$2.70.
Constructions (new), 70 cts.
Govt. Loan (4%), 8 1/2% Prem.

SELLERS
Gold Creek, \$21.
Telephones (old), \$25.
Dairy Farms, \$29.

THE EXCHANGE MARKET

MESSRS. ROZA BROS. REPORT

Support was given to the Silver market in London on Saturday last by India and speculative interests against sales for account of China. The market closed steady with prices at 1/4 higher at 20 5/16 for Ready and 30 1/2 for Forward. The Silver market in New York was not opened on Saturday—the official price was 45.25.

Sterling was practically unchanged in New York at 5.03 1/2 which was also the closing rate. The market was dull.

Market
Strong. Rates showed a rising tendency; buyers were difficult to get.

The market opened nominally at 1/5 sellers with a possibility of getting 1/5 1/16 which rate was in effect done, rising



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via
Shanghai, Japan, LOS ANGELES
and PANAMA

to
NEW YORK,

BOSTON, PHILADELPHIA & BALTIMORE.

If sufficient inducement offers also other ports of call.

Arrivals from U.S.A.

Sailings to U.S.A.

June 30th ... M.V. "PETER MAERSK" ... July 27th

(All dates are subject to alteration without notice.)

EXCELLENT ACCOMMODATION FOR PASSENGERS
AT MODERATE RATES.

For Freight and Passage please apply:-

JEBSEN & CO.

Canton, Shanghai, B.C. Agents Hong Kong, Pedder Building
Tel. 10916. Tel. 28363.

H.K. POLICE RESERVE

ORDERS BY THE HON. MR.
E. D. C. WOLFE, C.M.G.,
I.G. OF POLICE

Chinese Company

Strength.—The following mem-
bers have been permitted to resign
from the Chinese Company, as
from dates shown against them:—

Constable R59 Mollin Yue, June
18, 1934.

Constable R21 Tse Kwong In,
June 18, 1934.

Constable R92 Lam Hon Wal,
June 18, 1934.

Constable R97 Lam Ping, June
19, 1934.

Training Course (Part II).—All
recruits of the Chinese Company
will attend at the Chinese Com-
pany Headquarters on Tuesday,
June 26, at 17.30 hours for instruc-
tion.

Indian Company

Strength.—Constable R262 Mo-
hamed Hosen has been taken on
the strength of the Indian Com-
pany, as from June 14, 1934.

Commendation.—Constable R253
Mohamed Ahsan of the Indian
Company is commended and
granted a commended service Bar
by the Hon. Inspector General of
Police for zeal and alertness in
arresting a Chinese Male on May
17, 1934 who was convicted for
Larceny.

Training Course (Part II).—All
recruits of the Indian Company
residing in Kowloon will attend 4
Chi Woo Street, Kowloon on
Wednesday, June 27 at 17.30 hours
for instruction.

All recruits of the Indian Com-
pany residing at Hong Kong will
attend Chinese Company Head-
quarters, 17, Queen's Road Central
on Thursday, June 28 at 17.30
hours for instruction.

Flying Squad

Instructional Patrol.—The next
instructional patrol for members
of the Hong Kong Section will
take place on Friday, June 29.
Members will fall in at Central
Police Station at 17.30 hours sharp.
All members will attend. Dress
White Uniform, Cap with White
Cover, Belt with Brace and Trun-
cheon.

C. CHAMPKIN,
Acting, D.S.P. (R).

DARING PEAK ROBBERY

Colonial Treasurer's
House Burgled

Robbers committed a daring
theft between the hours of 10 a.m.
and 8 p.m. on Sunday in the Peak
District, when No. 410, The Peak,
the residence of the Hon. Mr.
Edwin Taylor, the Colonial
Treasurer, was broken into, and
jewellery valued at about £270 re-
moved.

The robbers evidently made a
good job of it for in addition to
removing jewellery, they also laid
their hands on several small
watches and a marriage certificate.

The missing articles include one
diamond and platinum pendant of
drop pattern value at £170; one
diamond and emerald ring valued
at £55; one diamond, ruby and
emerald art ring valued at £15;
one gold keyless watch valued at
£8; one string of corals valued at
£5; one pair of ear-rings consist-
ing of corals and pearls and valued
at £23; one turquoise pendant
valued at £210.5; one gold chain

LONDON EXCHANGE RATES

(BANKERS' WIRELESS SERVICE)			
On	Sterling Parity	June 19	June 23
Amsterdam	12.10 Florins	7.43	7.42
Athens	375 Drachmas	527 S.	525
Belgrade	276.316 Dinars	292	?
Berlin	90.43 Marks	13.26	13.18
Bombay	1s. 6d. per Rupee	1/8 3/64	1/8 3/64
Brussels	36 Belgas	21.60	21.57
Bucharest	213.568 Lei	505	505
Buenos Aires	47.56d. per Peso	384 S.O.	384 S.O.
Copenhagen	18.16d. Kroner	22.39	22.39
Geneva	26.23 Francs	15.52	15.50
Helsingfors	133.23 Marks	226	226
Hongkong	100 Hongkong	1/5	1/5
Lisbon	110 Escudos	110	110
Madrid	20.22 Pesetas	36 27/32	36 13/16
Milan	92.46 Lire	58 9/16	58 1/16
Montevideo	50.83d. per Peso	384 S.O.	384 S.O.
Montreal	4.867 Dollars	4.91	4.99
New York	4.867 Dollars	5.04 13/16	5.03 9/16
Oak	18.16d. Kroner	19.90	19.90
Paris	124.71 Francs	76 13/32	76 13/32
Prague	184.25 Kronen	121	121 5/16
Rio de Janeiro	28.03d. per Gold Milreis	44 S.O.	44 S.O.
Shanghai	18.15d. per Yen	1/3	1/3
Stockholm	18.15d. Kroner	19.40	19.40
Vienna	34.56d. Schillings	27	27
Yokohama	24.56d. per Yen	1/2 9/32	1/2 9/32
Yokohama (spot)	19 13/16	20	20
Silver (forward)	19	20 5/16	20 5/16
War Loan	34 1/2	34 1/2	34 1/2

Closing Quotations

June 25, 1934.		New York	
On LONDON:		Bank Bills, on demand	36
Telegraphic Transfer	1/5	Credit, 60 days sight	37
Bank Bills, on demand	1/5	ON BATAVIA:	
Bank Bills, 4 months	1/5	On demand	53
On demand	1/5	ON PARIS:	
Credit, four months	1/5	Bank Bills, on demand	51 1/2
On demand	1/5	Credit, 4 months sight	180
ON SINGAPORE:		ON SAIGON:	
On demand	108	On demand	54 1/2
ON SINGAPORE:		ON MANILA:	
On demand	61	On demand	72
ON JAPAN:		ON BANGKOK:	
On demand	120	On demand	129
ON INDIA:		SOVEREIGNS, Bank Buying	
Telegraphic Transfer	98 1/2	Rate	1/5
Bank on demand	98 1/2	BAR SILVER, per oz.	20 5/16

SHANGHAI MARKET COMMENT

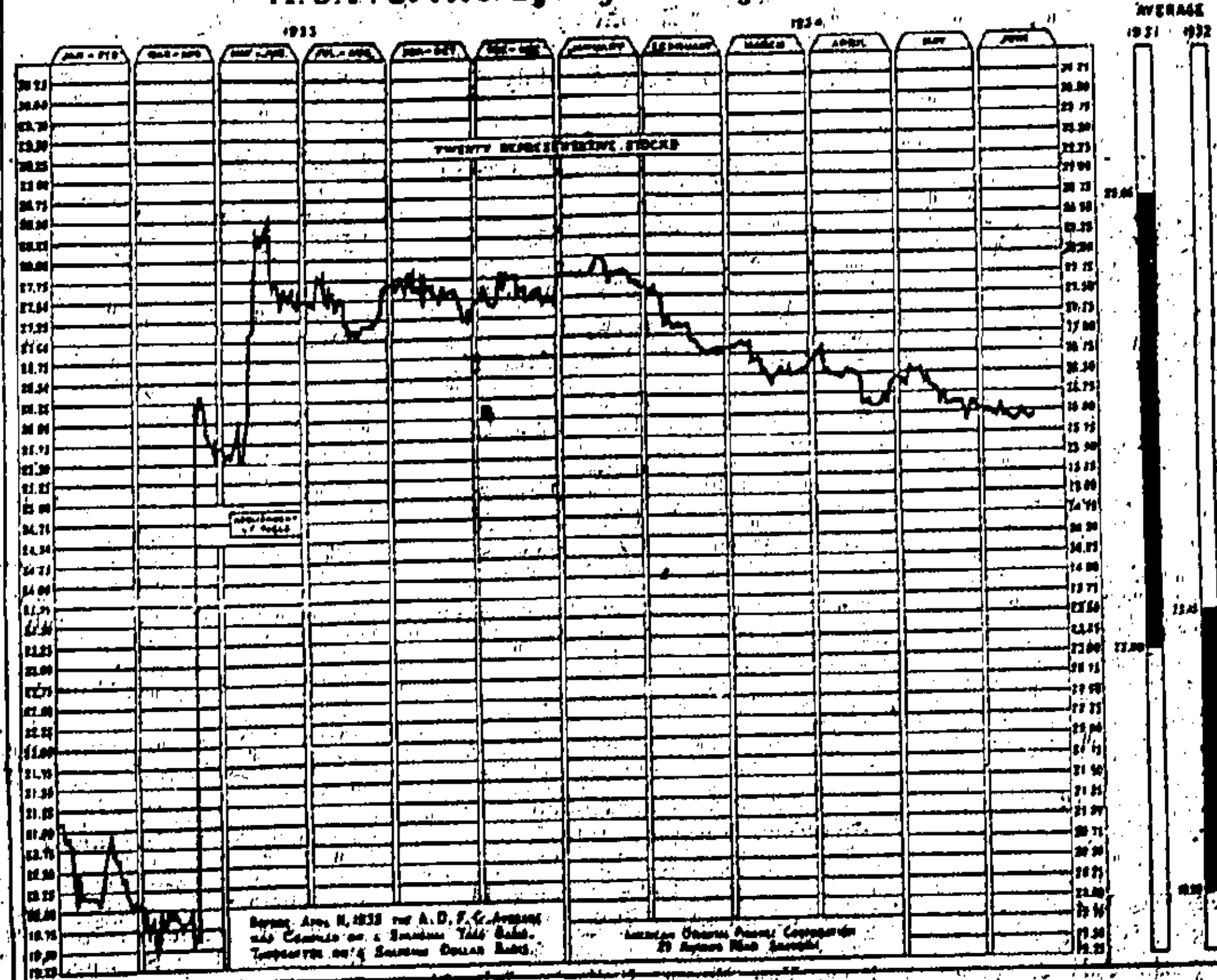
In the midst of an extremely
dull market last Tuesday, Shang-
hai Lands showed some activity
advancing to 27. A small lot of
200 Bakette "B" shares was placed
at 18.25, International Assur-
ance appreciated to 5.20. The fea-
ture of the rubber-section was a
good inquiry for Kroweoks at 55
cents. Big business was done in
Java Consolidated on Saturday,
13,000 shares changing hands at
1.55 for June. The entire rubber
shares market was a lot easier on
that day following an advance in
the raw commodity markets in
London, New York and Singapore.
The only stocks in the general
market in which any interest was
shown were Shanghai Lands and
Explorations. The former were in
good demand at 27, the latter were
done at 5.10. Bakette "B" re-
mained unchanged from the pre-
vious days 18.25. On the debenture
market, over 3 lakhs of 5%
Shanghai Power changed hands at
100.25. The rubber group opened
very steady on the next day re-
flecting higher raw commodity
markets in London and New York.
Although somewhat more interest
developed for the general market,
rates continued to be easier, in-

ternational Assurance which im-
proved to 5.40 being the only ex-
ception. Volume of business among
rubber shares was at a low ebb
on Friday despite the fact that
business for the July settlement
opened. Shanghai Lands were in
good demand, 12,000 shares chang-
ing hands at 28. Explorations re-
gistered a 5 cent decline, 1,000
shares closing at 5 cash and 2,000
at 5.99 July. There was more ac-
tivity in debentures under the
leadership of S.M.C. 5% 1934
Shanghai Power 5 1/2% and Central
Properties 5 1/2%, \$700,000 being done
in the last issue. Not much in
the way of news could be recorded
during Saturday's session. The de-
mand for better class rubber
stocks continued. Trading in the
general market was practically
confined to Shanghai Loans and
China Finance. A good demand
continued for debentures, particu-
larly for Shanghai Power 5 1/2%,
which had been done at 101 clos-
ing with buyers at 101.25.

M. HERriot REINSTATED

Paris, June 23.
The central committee of the
League for the rights of man met
on Friday for the purpose of re-
voking Herriot's expulsion which
took place some months ago. The
formula adopted in order to give
the act a logical justification was
that Herriot had entered the
Doumergue Cabinet and approved
all cabinet's decisions "exclusively
on parliamentary grounds."
Herriot thus remains a member of
the League.—Transocean Kuo Min.

A.O.F.C. Average of Shanghai Stocks



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The luxury of travel on President Liners extends beyond large
outside cabins, charming public rooms and roomy decks...
Menus are made up from the best of the good things that all
the President Liners widespread ports of call provide, and
you'll find infinite variety to make each meal an event, a real
event. Ask to be shown some menus picked out at random!

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via Shanghai, Kobe, Yokohama, Honolulu	via Shanghai, Kobe, Yokohama
Fortnightly sailings	Fortnightly sailings
Pres. Lincoln July 4, 6 a.m.	Pres. Jackson July 31, 8 a.m.
Pres. Coolidge July 14, 6 a.m.	Pres. Jefferson Aug. 4, 8 a.m.
Pres. Cleveland Aug. 1, 5 a.m.	Pres. Grant Aug. 18, 6 a.m.
Pres. Hoover Aug. 11, 5 a.m.	Pres. McKinley Sept. 1, 8 a.m.
Pres. Taft Aug. 29, 6 a.m.	Pres. Jackson Sept. 15, 8 a.m.

EUROPE, NEW YORK	MANILA
Inquire for round-trip tickets to Europe in connection with Lloyd's Travel.	THE MOST FREQUENT SERVICE
Next Sailing	Next Sailing
Pres. Monroe July 7, 8 a.m.	Pres. Lincoln June 26, 6 p.m.
Pres. Van Buren July 21, 8 a.m.	Pres. Coolidge July 5, 9 p.m.
Pres. Garfield Aug. 4, 8 a.m.	Pres. Monroe July 7, 8 a.m.
Pres. Polk Aug. 16, 8 a.m.	Pres. Jackson July 14, 6 p.m.
Pres. Adams Sept. 1, 8 a.m.	Pres. Van Buren July 21, 8 a.m.

DOLLAR STEAMSHIP LINES AMERICAN MAIL LINE

PEDDER BUILDING—HONG KONG.
CANTON BRANCH—4, SHAKKEE ROAD.

CONSIGNEE NOTICES.

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE M.V. "RHEINLAND"

having arrived from New York and
Port of call, Consignees of Cargo are
hereby notified that their cargo is
being landed and placed at their risk into
the Hong Kong & Kowloon Wharf &
Godown Company's godown at Kowloon
where delivery may be obtained as soon
as the Goods are landed.
Optional Cargo will not be landed
here, unless Notice has been given 48
hours prior to Vessel's arrival, but carried
on from port to port to the final port
of call to which the option extends.
No Claims will be admitted after the
Goods have left the Godown, and all
Goods remaining undelivered after
Thursday, 28th June, will be subject
to Rent.
All broken, chafed and damaged Goods
are to be left in the Godown, where
they will be examined on Wednesday, 27th
June, at 10 a.m., by our Surveyors,
Messrs. Goddard & Douglas.
To comply with the General Bonded
Warehouse Regulations consignees must
have a Revenue Officer in attendance
when damaged suitable goods are
examined.
All Claims must reach us before
Saturday, 30th July, 1934, or they will
not be recognized.
No Insurance will be effected.
Bills of Lading will be countersigned by
JEBSEN & CO.
Agents.
Hong Kong, 21st June, 1934. 72601

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

CONSIGNEES per Co's Vessel "PATROCLOS"

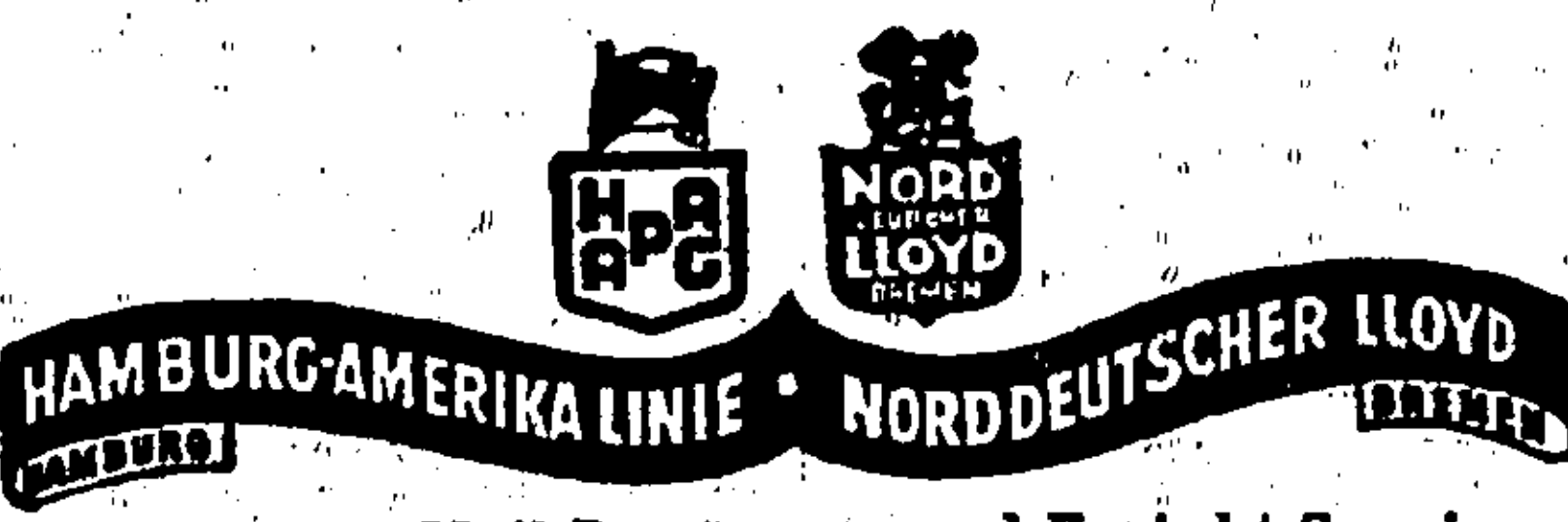
From UNITED KINGDOM
via SINGAPORE.
are hereby notified that their cargo
will be discharged into Holt's Wharf
Kowloon, where it will be at
Consignees' risk and subject to terms and
conditions of storage at Holt's Wharf.
The Cargo will be ready for delivery
from the wharf on or after 2nd June.
Optional cargo will not be landed
here, unless notice has been given
prior to steamer's arrival but carried
on from port to port to the final port
of call to which the option extends.
All broken, chafed, and damaged
goods are to be left in the Godown,
where they will be examined on
Tuesdays and Fridays between the
hours of 10.45 a.m. and Noon within
the free storage period.
No claims will be admitted after the
Goods have left the steamer's
Godown, and all Goods remaining
undelivered after the 29th June, will
be subject to rent.
All Claims against the Steamer must
be presented to the undersigned on
or before the 14th July, or they will
not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
23rd June, 1934. 72602

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

CONSIGNEES per Co's Vessel "ADRASTUS"

FROM NEW YORK via MANILA
are hereby notified that their cargo
will be discharged into Holt's
Wharf, Kowloon, where it will be at
Consignees' risk and subject to Terms
and Conditions of Storage at Holt's
Wharf. The Cargo will be ready for
delivery from Godown on and after
2nd June.
Optional Cargo will not be landed
here, unless Notice has been given 48
hours prior to Steamer's arrival, but carried
on from port to port to the final port of call to
which the option extends.
All broken, chafed and damaged Goods
are to be left in the Godown, where
they will be examined on Tuesday
and Friday between the hours of
10.45 a.m. and Noon within the free
storage period.
No Claims will be admitted after the
Goods have left the Steamer's Godown,
and all Goods remaining undelivered
after the 29th June, will be subject
to Rent.
All Claims against the Steamer must
be presented to the undersigned on or
before the 14th July, or they will
not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
23rd June, 1934. 72603



Far Eastern Mail Passenger and Freight Service

Through bookings to America via Europe and Europe via America.
Bookings around the world. — Through bookings to London.

OUTWARD SAILINGS

†(NDL) s.s. "TRIER" ...	for S'hai, Taku Bar, Dairen, Taungtau, Yokohama, Kobe, ...	29th June
†(HAL) s.s. "SAUERLAND" ...	for Shanghai, Taku, Dairen, Kobe, Osaka, Yokohama, Nagoya ...	4th July
* (NDL) s.s. "TRAVE" ...	for S'hai, Taku Bar, Dairen, Taungtau, Yokohama, Kobe ...	8th July
* (NDL) s.s. "ALSTER" ...	for ...	29th July

HOMEWARD SAILINGS

* (HAL) s.s. "PREUSSEN" ...	for Genoa, Marseilles, R'dam, Hamburg ...	29th June
* (NDL) s.s. "MAIN" ...	for Genoa, Marseilles, Oran, R'dam, H'burg, Bremen ...	3rd July
* (NDL) s.s. "ODER" ...	for M'les, Oran, Rotterdam, Hamburg, Bremen ...	18th July
(HAL) s.s. "MECKLENBURG" ...	for M'les, Barcelona, R'dam, Hamburg ...	18th July
(NDL) s.s. "LIPPE" ...	for Genoa, M'les, Oran, Havre, R'dam, Hamburg, Bremen ...	20th July
† (HAL) s.s. "SAUERLAND" ...	for Genoa, Rotterdam, H'burg ...	4th Aug.

* Passenger Vessel. * Limited Passenger Accommodation.

N.D.L. HONGKONG/SOUTH SEA ISLAND SERVICE.

s.s. "BREMERHAVEN" 1st July, to RABAU,
TULAGI and ports.
For further particulars and passage fares, etc. apply to:-
HAMBURG AMERIKA LINIE/NORDDEUTSCHER LLOYD
JEBSEN & CO., Agents, MELCHERS & CO., AGENTS,
12, Pedder Street, Tel. 28363. Queen's Building, Tel. 24378.
CANTON AGENTS:
CARLOWITZ & CO., Shakes Road. JEBSEN & CO., Shameson B. O.

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW, FOCHOW, WEIHAIWEI, CHEFOO & TIENTSIN...	HUNAN	On 26th June, 3 p.m.
SWATOW, SHANGHAI & TIENTSIN...	"SUIYANG"	On 26th June, 3 p.m.
HONGKONG & SHANGHAI...	"KAYING"	On 26th June, 3 p.m.
SWATOW & SHANGHAI...	"FAITIAN"	On 27th June, 3 p.m.
HONGKONG, FUKUOK & RAIPONG...	"KIANGCHOW"	On 27th June, 3 p.m.
SWATOW & SHANGHAI...	"KINGYUAN"	On 28th June, 3 p.m.
SWATOW & SHANGHAI...	"HUPEH"	On 28th June, 3 p.m.
SWATOW, SHANGHAI & TIENTSIN...	"SZECHUEN"	On 1st July, 4 p.m.
SWATOW & SHANGHAI...	"KIANGSU"	On 1st July, 4 p.m.
FOCHOW, SHANGHAI, DAIRIN & NEWCHANG...	"CHINHUA"	On 1st July, 5 p.m.
SWATOW, SHANGHAI & TIENTSIN...	"SOOCHOW"	On 3rd July, 4 p.m.
AMOI & SHANGHAI...	"TSINAN"	On 4th July, 5 p.m.
SWATOW, FOCHOW, WEIHAIWEI, CHEFOO & TIENTSIN...	"HOIHOW"	On 6th July, 3 p.m.
SWATOW, AMOI & SHANGHAI...	"TOICHOW"	On 6th July, 3 p.m.
SWATOW, FUKUOK & RAIPONG...	"KIANGCHOW"	On 6th July, 3 p.m.
SWATOW & SHANGHAI...	"KWANGCHOW"	On 8th July, 4 p.m.
FOCHOW, SHANGHAI, DAIRIN & NEWCHANG...	"TAMING"	On 8th July, 4 p.m.
AMOI, SWATOW & SINGAPORE...	"ANSUN"	On 16th July, 5 a.m.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents. Telephone 5081.

TRAVEL A.O. LINE

To AUSTRALIA. (Calling at Manila (P. I.), Thursday 1st, Cairns, Townsville, Brisbane, Sydney and Melbourne.)

BRITISH STEAMERS: CHANGTIE-TAIPING (BURNERS) FASTEST and MOST UP-TO-DATE STEAMERS IN THE SERVICE. OPEN AIR SWIMMING POOL. ELECTRIC LAUNDRY, BARBER SHOP, SURGEON & STEWARDESS CARRIED. Major Four Short Leases in Australia and New Zealand, Hong Kong, Sydney—19 Days. FIRST CLASS FARE TO SYDNEY £76 RETURN. LONDON (via Australia) from £128-15-0. (Australian Newspaper on file)

STEAMERS: Due Hong Kong | Leave Hong Kong | Leave Manila | Due Sydney

CHANGTIE	In Port	1 July	3 July	17 July
TAIPING	10 July	20 July	3 Aug.	8 Aug.
CHANGTIE	10 Aug.	21 Aug.	3 Sept.	8 Sept.
TAIPING	11 Sept.	21 Sept.	3 Oct.	7 Oct.

AUSTRALIAN-ORIENTAL LINE, LIMITED. BUTTERFIELD & SWIRE, Agents.—HONG KONG—SHANGHAI.

THE EAST ASIATIC CO., LTD COPENHAGEN

The M.S. "MALAYA"

on or about 8th July, 1934

For SINGAPORE, PORT SAID, ROTTERDAM, HAMBURG, COPENHAGEN, Gdynia and other SCANDINAVIAN & BALTIC PORTS.

OUTWARD		HOMEWARD	
M.S. "AFRIKA"	on or about 25th June	on or about 7th July	
M.S. "STRALIEN"	(Not Calling)	14th Aug.	
M.S. "CHILE"	13th July	23rd Aug.	
M.S. "DANMARK"	29th July	28th Sept.	
M.S. "SIAM"	4th Sept.	30th Sept.	

Optional Bill of Lading issued to United Kingdom Ports. All vessels have excellent passenger accommodation (1st class only). Passenger fares Hongkong/Europe £55 to £80.

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M.S. "BINTANG"

M.S. "MUINAM"

M.S. "Muinam" leaving for Bangkok via Swatow on or about 6th JULY, due Bangkok on or about 12th JULY.

For further particulars, please apply to: JOHN MANNERS & CO., LTD.

Agents: MESSAGERIE MARITIME BUILDING. Telephone 24071.

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M.V. "CHINESE PRINCE"	June 25th
M.V. "SILVEREYEW"	July 7th
M.V. "JAVANESE PRINCE"	July 21st

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

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King's Building.

Telephone: 23165.

Telegram: Furnprince.

DOUGLAS STEAMSHIP CO., LTD.

SAILINGS FOR SWATOW, AMOI & FOCHOW & RETURN

S.S. "HAIYANG"	on TUESDAY, 26th JUNE, 3 P.M.
S.S. "HAIOHING"	on FRIDAY, 29th JUNE, 3 P.M.
S.S. "HAINING"	on TUESDAY, 3rd JULY, 4 P.M.

Subject to alteration without notice.

SWATOW-HONGKONG SERVICE.

SAILINGS FROM HONGKONG

SUNDAYS & WEDNESDAYS at 4 P.M.

S.S. "SEISTAN" on WEDNESDAY, 3rd JULY.

Arrivals and Departures from the Company's Wharf (Near Blake Pier) ROUND TRIP TICKETS will be issued from HONGKONG to FOCHOW (Pagoda Anchorage) and return by the same steamer at the Reduced Rate of \$100.00 including Meals while the steamer is at Coast Ports (Time for Round Voyage 8 Days).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO., LTD.

Telephone 22007 and 22038

General Managers.

P. O. Building.

ADVERTISED SAILING FROM HONG KONG

NORTHWARD

FROM HONG KONG TO COAST PORTS AND JAPAN.

Amoy.

Hai Yang, Douglas, June 26.	
Tai Yuan, B. & S., June 27.	
Hai Ching, Douglas, June 28.	
Hupei, B. & S., June 29.	
Takada, B.I. (Apar), June 29.	
Hai Ning, Douglas, July 3.	
Tsinan, B. & S., July 4.	
Yo Chow, B. & S., July 6.	
Hang Sang, Jardine's, July 8.	
Tilawa, B.I. (Apar), July 13.	
Kam Sang, Jardine's, July 19.	
Santhia, B.I. (Apar), July 27.	

Chefoo.

Hunan, B. & S., June 26.	
Yat Shing, Jardine's, July 1.	
Hoi How, B. & S., July 6.	

Dahy.

Trier, Melchers, June 29.	
Helenus, B. & S., June 30.	
Chinhua, B. & S., July 1.	
Sauerland, Jensen's, July 1.	
Taming, B. & S., July 8.	
Trave, Melchers, July 8.	

Foochow.

Hai Yang, Douglas, June 26.	
Hunan, B. & S., June 26.	
Hai Ching, Douglas, June 29.	
Chinhua, B. & S., July 1.	
Yat Shing, Jardine's, July 1.	
Hai Ning, Douglas, July 3.	
Hoi How, B. & S., July 6.	
Hang Sang, Jardine's, July 8.	
Taming, B. & S., July 8.	

Hankow.

Agapenor, B. & S., July 3.	
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JAPAN (Direct).

Ixion, B. & S., July 13.	
Kum Sang, Jardine's, July 19.	
Kim Sang, N.Y.K., July 21.	

Newchwang.

Chinhua, B. & S., July 1.	
Taming, B. & S., July 8.	

Osaka.

Bhutan, P. & O., June 28.	
Behar, P. & O., July 7.	
Troilus, B. & S., July 18.	
Soudan, P. & O., July 21.	

Shanghai and Japan.

Banohi, P. & O., June 28.	
Africa, Manners, June 28.	
Ginjo Maru, N.Y.K., June 28.	
Emp. of Canada, C.P.S., June 29.	
Felix Roussel, Messageries, June 29.	
Takada, B.I. (Apar), June 29.	
Trier, Melchers, June 29.	
Helenus, B. & S., June 30.	
Peter Maersk, Jensen's, June 30.	
Assama Maru, N.Y.K., July 4.	
Pres. Lincoln, Dollar's, July 4.	
Sauerland, Jensen's, July 4.	
Hakone Maru, N.Y.K., July 6.	
Mennon, B. & S., July 6.	
Pres. Grant, A. M. Line, July 7.	
Trave, Melchers, July 8.	
Chile, Manners, July 13.	
Emp. of Russia, C.P.S., July 13.	
Tilawa, B.I. (Apar), July 13.	
Pres. Coolidge, Dollar's, July 14.	
Trianton, Thoresen's, July 14.	
Chonocaux, Messageries, July 15.	
Rheconor, B. & S., July 15.	
Troilus, B. & S., July 18.	
City of Bath, Bank Line, July 18.	
Antenor, B. & S., July 30.	
Pres. Jackson, A. M. Line, July 31.	
Emp. of Japan, C.P.S., July 27.	
Peter Maersk, Jensen's, July 27.	
Santhia, B.I. (Apar), July 27.	

SHANGHAI AND VIA PORTS.

Sui Yang, B. & S., June 26.	
Daviken, Jardine's, June 27.	
Tai Yuan, B. & S., June 27.	
Hupei, B. & S., June 29.	
Chinhua, B. & S., July 1.	
Szechuen, B. & S., July 1.	
Agapenor, B. & S., July 3.	
Soochow, B. & S., July 3.	
Chak Sang, Jardine's, July 4.	
Tsinan, B. & S., July 4.	
Gange, Dodwell's, July 18.	
Yo Chow, B. & S., July 6.	
Taming, B. & S., July 8.	

Swatow.

Hai Yang, Douglas, June 26.	
Hunan, B. & S., June 26.	
Sui Yang, B. & S., June 26.	
Daviken, Jardine's, June 27.	
Hai Ching, Douglas, June 29.	
Hermod, Thoresen's, June 29.	
Kiangsu, B. & S., July 1.	
Szechuen, B. & S., July 1.	
Yat Shing, Jardine's, July 1.	
Hai Ning, Douglas, July 3.	
Seistan, Douglas, July 3.	
Soochow, B. & S., July 3.	
Chak Sang, Jardine's, July 4.	
Hiran, Thoresen's, July 6.	
Hoi How, B. & S., July 6.	
Muinam, Manners, July 6.	
Yo Chow, B. & S., July 6.	
Hang Sang, Jardine's, July 8.	

Taku Bar.

Trier, Melchers, June 29.	
Sauerland, Jensen's, July 4.	
Trave, Melchers, July 8.	

Tientsin.

Hunan, B. & S., June 26.	
Yat Shing, Jardine's, July 1.	
Hoi How, B. & S., July 6.	
Hang Sang, Jardine's, July 8.	

Tringtao.

Sui Yang, B. & S., June 26.	
Daviken, Jardine's, June 27.	
Trier, Melchers, June 29.	
Szechuen, B. & S., July 1.	
Szechuen, B. & S., July 1.	
Yat Shing, Jardine's, July 1.	
Soochow, B. & S., July 3.	
Chak Sang, Jardine's, July 4.	
Trave, Melchers, July 8.	
Antenor, B. & S., July 30.	

Wei Hai Wei.

Hunan, B. & S., June 26.	
Hoi How, B. & S., July 6.	

EASTWARD.

FROM HONG KONG TO S. AND SOUTH AMERICA.

Pres. Lincoln, Dollar's, July 4.	
Tricolor, Dodwell's, July 18.	

Adriatic, B. & S., July 14.	
Peter Maersk, Jensen's, July 27.	

Pres. Lincoln, Dollar's, July 4.	
Silverew, Furness, July 7.	

Adriatic, B. & S., July 14.	
Pres. Coolidge, Dollar's, July 14.	

Javanese Prince, Furness, July 21.	
Peter Maersk, Jensen's, July 27.	

Pres. Lincoln, Dollar's, July 4.	
Tricolor, Dodwell's, July 18.	

Pres. Lincoln, Dollar's, July 4.	
Ixion, B. & S., July 12.	

Emp. of Canada, C.P.S., June 29.	
Assama Maru, N.Y.K., July 4.	

Pres. Lincoln, Dollar's, July 4.	
Pres. Coolidge, Dollar's, July 14.	

Emp. of Japan, C.P.S., July 27.	
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Assama Maru, N.Y.K., July 4.	
Pres. Lincoln, Dollar's, July 4.	

Pres. Coolidge, Dollar's, July 14.	
Tricolor, Dodwell's, July 18.	

Peter Maersk, Jensen's, July 27.	
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Assama Maru, N.Y.K., July 4.	
Pres. Lincoln, Dollar's, July 4.	

Pres. Coolidge, Dollar's, July 14.	
Tricolor, Dodwell's, July 18.	

Pres. Grant, A. M. Line, July 7.	
Ixion, B. & S., July 12.	

Pres. Jackson, A. M. Line, July 21.	
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South America (W.C.).	
Ixion, B. & S., July 12.	

Emp. of Canada, C.P.S., June 29.	
Emp. of Russia, C.P.S., July 13.	

Emp. of Japan, C.P.S., July 27.	
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Emp. of Canada, C.P.S., June 29.	
Pres. Grant, A. M. Line, July 7.	

Ixion, B. & S., July 12.	
Emp. of Russia, C.P.S., July 13.	

Pres. Jackson, A. M. Line, July 21.	
Emp. of Japan, C.P.S., July 27.	

Emp. of Canada, C.P.S., June 29.	
Pres. Grant, A. M. Line, July 7.	

Ixion, B. & S., July 12.	
Emp. of Russia, C.P.S., July 13.	

Pres. Jackson, A. M. Line, July 21.	
Emp. of Japan, C.P.S., July 27.	

Emp. of Canada, C.P.S., June 29.	
Pres. Grant, A. M. Line, July 7.	

Ixion, B. & S., July 12.	
Emp. of Russia, C.P.S., July 13.	

Pres. Jackson, A. M. Line, July 21.	
Emp. of Japan, C.P.S., July 27.	

Emp. of Canada, C.P.S., June 29.	
Pres. Grant, A. M. Line, July 7.	

Ixion, B. & S., July 12.	
Emp. of Russia, C.P.S., July 13.	

Pres. Jackson, A. M. Line, July 21.	
Emp. of Japan, C.P.S., July 27.	

Emp. of Canada, C.P.S., June 29.	
Pres. Grant, A. M. Line, July 7.	

Ixion, B. & S., July 12.	
Emp. of Russia, C.P.S., July 13.	

Pres. Jackson, A. M. Line, July 21.	
Emp. of Japan, C.P.S., July 27.	

Emp. of Canada, C.P.S., June 29.	
Pres. Grant, A. M. Line, July 7.	

Ixion, B. & S., July 12.	
Emp. of Russia, C.P.S., July 13.	

Pres. Jackson, A. M. Line



ROUND TRIP SPECIAL SUMMER EXCURSIONS

To JAPAN: 1st Class
Nagasaki-Kobe H.K.\$225
Yokohama..... 255

On sale June, July, August & September
Return limit 3 months. Final limit Oct. 31.
Tickets interchangeable with M.M., P. and O.
and N.Y.K. (Pacific Service).

To HONOLULU G\$224 G\$365
To VICTORIA G\$240 G\$432
To SEATTLE G\$240 G\$432

* Fares via Empress of Japan and
Empress of Canada slightly higher.

To MANILA (1st Class) H.K.\$180

On sale June, July, August & September
Return limit one month.

Steamers: H.Kong, Hsiao, Nagasaki, Kobe, Yama, Hsiao, Vancouver
Rm. of Canada June 29 July 1
Rm. of Japan July 13 July 15
Rm. of Japan July 27 July 29

TO MANILA

EMPRESS OF RUSSIA July 5

For further information please apply to:

CANADIAN PACIFIC
WORLD'S GREATEST TRAVEL SYSTEM



GENERAL PASSENGER AGENTS IN THE ORIENT FOR
CUNARD LINE.

SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.
ASAMA MARU (Calls Nagasaki) Wednesday, 4th July, at 8 a.m.
CHICHIBU MARU (Calls Nagasaki) Wednesday, 1st Aug. at 8 a.m.
TATSUTA MARU Wednesday, 15th Aug. at 10 a.m.

SEATTLE & VANCOUVER.
HIKAWA MARU (Starts from Kobe) Monday, 16th July
HIYE MARU (Starts from Kobe) Monday, 30th July

LONDON, MARSEILLES, ANTWERP, ROTTERDAM
KATORI MARU Saturday, 7th July
KASHIMA MARU Saturday, 31st July

SYDNEY & MELBOURNE via Manila and Ports.
KAMO MARU Saturday, 28th July

BOMBAY via Singapore, Penang and Colombo.
TOTOBI MARU Friday, 29th June
TANGO MARU Wednesday, 11th July

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los
Angeles, Mexico and Panama.
BOKUYO MARU Monday, 30th July

NEW YORK via Panama.
TAKETOYO MARU Friday, 29th July

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus.
Genoa and Valencia.
DURBAN MARU Sunday, 15th July

CALCUTTA via Singapore, Penang and Rangoon.
TOKUSHIMA MARU Friday, 29th June
BENGAL MARU Saturday, 7th July

MORIOKA MARU Saturday, 14th July

SHANGHAI, KOBE & YOKOHAMA.
GINYO MARU Thursday, 28th June
HAKONE MARU Friday, 5th July

KITANO MARU (Nagasaki direct) Friday, 20th July

† Cargo only.

NIPPON YUSEN KAISHA.



FRENCH MAIL STEAMERS.

Sailings from Hong Kong:

MARSHALLS via Saigon, Singapore,
Colombo, D. Houth (Aden),
Suez, Port Said

JEAN LABORDE 3rd July
FELIX ROUSSEL 17th July

CHERONCHAU 31st July
DARTAGNAN 14th Aug.

ATHOS II 28th Aug.
ARABIS 11th Sept.

To SHANGHAI - KOBE.

FELIX ROUSSEL 29th June
CHERONCHAU 15th July

DARTAGNAN 29th July
ATHOS II 12th Aug.

ARABIS 24th Aug.
ANDRE LEBON 9th Sept.

We can issue Through Tickets to Egypt, Syrian Ports, East
Africa, Madagascar by Transhipment on our Mail Steamers at
Port Said or Djibouti.

For Full Particulars, apply to:-

Che. Des MESSAGERIES MARITIMES,

12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

3 QUEEN'S BUILDING, 13

Shipping News

Daily Statement, Clearances,
Ships in Harbour, etc.

YESTERDAY'S FREIGHT RETURNS

IMPORTS 9,100 TONS;
THROUGH CARGO
20,400 TONS

The returns shown at the Har-
bour Office of vessels carrying
cargo to the Colony during the 24
hours ended at 9 a.m. yesterday
were:-

British	Cargo for	Through
Sul Yang	H.K.	Ports
Swatow	50	155
Shirala	Amoy 1,109	3,434
Anshun	Hohow 1,700	50
Kiangsu	Swatow 706	—
Shun Chih	Swatow 1,182	—
Hunan	Canton —	25
Selstam	Island —	—
Talsam	Island —	—
Hai Yang	Swatow 240	—
Dutch	Amoy 144	780
Tjlsaroea	Manila 470	7,542
Arendskerck	Sidajoe —	—
Sidajoe	Canton —	614
Norwegian	—	8,322
Tancred	Shanghai —	4,300
Wilfred	C. W. Tao 1,100	4,135
C. W. Tao	—	1,100
Chinese	—	8,435
Dah Loh	Salgon 2,500	—
Salgon	—	2,500
Total	9,181	20,421

ASIATIC DECK PASSENGERS

The following vessels brought
Asiatic deck passengers to the
Colony during the 24 hours ended
at 9 a.m. yesterday:-

Sul Yang (Br.) Swatow	79
Shirala (Br.) Amoy	202
Anshun (Br.) Hohow	461
Kiangsu (Br.) Swatow	10
Shun Chih (Br.) Salgon	275
Hai Yang (Br.) Swatow	281
Tjlsaroea (Dut.) Amoy	352
Dah Loh (Ch.) Salgon	13
Total	1,673

ARRIVALS AND DEPARTURES

The arrivals and departures
during the period under review
were:-

British	Arr.	Dep.
Dutch	3	1
Norwegian	2	3
German	0	1
Japanese	0	2
Chinese	1	2
Total	14	15

SHIPS IN HARBOUR

Wharves
Kowloon:- Shirala, Glengarry,
Douglas Laprak:- Hai Yang.
Salgon:- Wing Wo.
Chi On:- Hydrangea.

ARRIVALS

June 25

Glengarry, British str., 5,772 tons.
Capt. Angier, from Singapore.
Kowloon Wharf.-J.M. & Co.
Fooshing, British str., 1,423 tons.
Capt. R. C. Thompson, from
Swatow, West Point Wharf.-
J.M. & Co.
Anshun, British str., 1,889 tons.
Capt. J. A. McCulloch, from
Hohow, buoy No. B14.-B. & S.
Hunan, British str., 1,821 tons.
Capt. J. Beck, from Canton,
buoy No. B3.-B. & S.
Tancred, Norwegian str., 3,721 tons.
Capt. E. Kraft, from Shang-
hai, buoy No. A3.-Thoresen &
Co.
Dah Loh, Chinese str., 1,389 tons.
Capt. W. Puchert, from Sal-
gon, buoy No. B4.-Yuen On &
Co.
Hin Sang, British str., 1,835 tons.
Capt. A. D. Kelman, from
Sandakan, buoy No. B22.-J.M.
& Co.
Yuki Maru, Japanese str., 3,507
tons. Capt. S. Baba, from
Otaru, buoy No. B25.-D.K.K.
Kia Lee, Chinese str., 1,812 tons.
Capt. Masaki, from Canton,
buoy No. C3.-Yee Tai Hong.
Canton, French str., 976 tons. Capt.
Rochebrochard, from Hal-
phong, buoy No. B6.-M.M. &
Co.

June 24

Teau, British str., 1,351 tons. Capt.
W. J. King, from Canton, buoy
No. B17.-B. & S.
Wing Lee, British str., 651 tons.
Capt. J. E. Harvey, from Can-
ton, Stonecutters Anchorage.-
Tal Fung & Co.
Daviken, Norwegian str., 1,778 tons.
Capt. G. Svane, from Canton,
buoy No. B2.-J.M. & Co.
Agra, Swedish str., 2,805 tons.
Capt. Pallson, from Manila,
buoy No. A3.-Jebson & Co.
Willy, Norwegian str., 3,466 tons.
Capt. M. Abrahamson, from
Balikpapan, Latchikok Anchor-
age.-A.P.C.

Tjlsaroea, Dutch str., 5,782 tons.
Capt. P. Meerman, from Amoy,
buoy No. A1.-J.C.J.L.
Shun Chih, British str., 1,283 tons.
Capt. W. Lee, from Salgon,
buoy No. B3.-W. Pat Sing.
Kiangsu, British str., 1,555 tons.
Capt. N. Hardie, from Swatow,
buoy No. B15.-B. & S.

June 23

Shirala, British str., 4,872 tons.
Capt. T. S. Beedle, from Amoy,
Kowloon Wharf.-M.M. & Co.
Phobos, Dutch str., 4,235 tons.
Capt. E. D. de Munck, from
Tarakan, North Point.-A.P.C.

June 22

No. A2.-Barge.
No. A4.-Tjlsaroea.
No. A7.-Sommerville.
No. A8.-Tancred.
No. A10.-Sunning.
No. A12.-Hilda.
No. A13.-Kaying.
No. B2.-Norviken.
No. B3.-Hunan.
No. B4.-Dah Loh.
No. B7.-Promise.
No. B9.-Hiram.

June 21

No. B10.-Kaituna.
No. B11.-Akabshuru.
No. B15.-Kiangsu.
No. B16.-Hellas.
No. B19.-Gustav Diederichsen.
No. B20.-Liangchow.
No. B21.-Tal Yuan.
No. B25.-Wilfred.
No. C1.-Haldis.

June 20

No. C2.-Hiram.
No. C3.-Yee Tai Hong.
No. C4.-Yuen On & Co.
No. C5.-Tal Fung & Co.
No. C6.-Jebson & Co.
No. C7.-M.M. & Co.
No. C8.-W. Pat Sing.
No. C9.-D.K.K.
No. C10.-B. & S.
No. C11.-J.C.J.L.
No. C12.-J.M. & Co.
No. C13.-Thoresen & Co.
No. C14.-Yuen On & Co.
No. C15.-B. & S.
No. C16.-M.M. & Co.
No. C17.-W. Pat Sing.
No. C18.-D.K.K.
No. C19.-B. & S.
No. C20.-J.C.J.L.
No. C21.-J.M. & Co.
No. C22.-Thoresen & Co.
No. C23.-Yuen On & Co.
No. C24.-B. & S.
No. C25.-M.M. & Co.
No. C26.-W. Pat Sing.
No. C27.-D.K.K.
No. C28.-B. & S.
No. C29.-J.C.J.L.
No. C30.-J.M. & Co.
No. C31.-Thoresen & Co.
No. C32.-Yuen On & Co.
No. C33.-B. & S.
No. C34.-M.M. & Co.
No. C35.-W. Pat Sing.
No. C36.-D.K.K.
No. C37.-B. & S.
No. C38.-J.C.J.L.
No. C39.-J.M. & Co.
No. C40.-Thoresen & Co.
No. C41.-Yuen On & Co.
No. C42.-B. & S.
No. C43.-M.M. & Co.
No. C44.-W. Pat Sing.
No. C45.-D.K.K.
No. C46.-B. & S.
No. C47.-J.C.J.L.
No. C48.-J.M. & Co.
No. C49.-Thoresen & Co.
No. C50.-Yuen On & Co.
No. C51.-B. & S.
No. C52.-M.M. & Co.
No. C53.-W. Pat Sing.
No. C54.-D.K.K.
No. C55.-B. & S.
No. C56.-J.C.J.L.
No. C57.-J.M. & Co.
No. C58.-Thoresen & Co.
No. C59.-Yuen On & Co.
No. C60.-B. & S.
No. C61.-M.M. & Co.
No. C62.-W. Pat Sing.
No. C63.-D.K.K.
No. C64.-B. & S.
No. C65.-J.C.J.L.
No. C66.-J.M. & Co.
No. C67.-Thoresen & Co.
No. C68.-Yuen On & Co.
No. C69.-B. & S.
No. C70.-M.M. & Co.
No. C71.-W. Pat Sing.
No. C72.-D.K.K.
No. C73.-B. & S.
No. C74.-J.C.J.L.
No. C75.-J.M. & Co.
No. C76.-Thoresen & Co.
No. C77.-Yuen On & Co.
No. C78.-B. & S.
No. C79.-M.M. & Co.
No. C80.-W. Pat Sing.
No. C81.-D.K.K.
No. C82.-B. & S.
No. C83.-J.C.J.L.
No. C84.-J.M. & Co.
No. C85.-Thoresen & Co.
No. C86.-Yuen On & Co.
No. C87.-B. & S.
No. C88.-M.M. & Co.
No. C89.-W. Pat Sing.
No. C90.-D.K.K.
No. C91.-B. & S.
No. C92.-J.C.J.L.
No. C93.-J.M. & Co.
No. C94.-Thoresen & Co.
No. C95.-Yuen On & Co.
No. C96.-B. & S.
No. C97.-M.M. & Co.
No. C98.-W. Pat Sing.
No. C99.-D.K.K.
No. C100.-B. & S.

CLEARANCES

June 25

Wilfred, for Whampoa.
Chinese Prince, for New York.
Agra, for Keelung.
Anshun, for Swatow.
Seattle, for San Francisco.
Glengarry, for Shanghai.
Hydrangea, for Swatow.
Tal Yuan, for Canton.
Somerville, for San Francisco.
Tancred, for Manila.
Kia Lee, for Dalren.
Kwelyang, for Swatow.

VESSELS DUE

Afrika, Manners', June 23.
Agapenor, B. & S., July 3.
Anshun, N.Y.K., June 27.
Behar, P. & O., July 6.
Bokuyo Maru, N.Y.K., July 13.
Brenthaven, Melchers', July 1.
Burwan, P. & O., July 10.
Carthage, P. & O., July 11.
Chenonsaux, Messageries', July 15.
Chilo, Manners', July 13.
City of Bath, Bank Line, July 18.
City of Windsor, Bank Line, July 6.
Danmark, Manners', July 29.
Dardanus, B. & S., July 1.
Durban Maru, N.Y.K., July 16.
Emp. of Canada, C.P.S., June 27.
Emp. of Japan, C.P.S., July 20.
Emp. of Russia, C.P.S., July 4.
Felix Rousset, Messageries', July 17.
Formosa, Gilman's, July 28.
Gange, Dodwell's, July 6.
Ginyo Maru, N.Y.K., June 28.
Hai Ching, Douglas', June 28.
Hai Ning, Douglas', July 2.
Hakodate Maru, N.Y.K., June 29.
Helenus, B. & S., June 25.
Hermes, Thoresen's, June 27.
Hiram, Thoresen's, July 4.
Ho Sang, Jardine's, July 2.
Ixion, H. & S., July 5.
Japanese Prince, Furness', July 19.
Jean Laborde, Messageries', July 3.
Kaitum-Tilind, P. & O., June 28.
Katori Maru, N.Y.K., July 6.
Kia Lee, Melchers', July 2.
Mannan, B. & S., July 6.
Mentor, B. & S., July 31.

SHIPPING MOVEMENTS

The (Furness (Far East) Ltd.)
m.v. Silverwren from New York
sailed from Los Angeles on 28th
May and is expected here on or
about 2nd July.

The (Mackinnon, Mackenzie &
Co., Agents) P. & O. Line s.s.
Ranchi left Singapore for this
Port on the 23rd instant at noon
with the outward, English Mail,
and is due here on the 27th
instant at about 6 a.m.

The (Mackinnon, Mackenzie &
Co., Agents) E. & A. s.s. Nankin
left Mofl for this Port on the 23rd
instant at p.m., and is due here
on the 27th instant at about p.m.

The (Mackinnon, Mackenzie &
Co., Agents) E. & A. Steam Ship
Nankin will leave for Manila,
Rabaul, Brisbane, Sydney and
Melbourne on or about Saturday,
the 30th instant at 11 a.m.

No. B10.-Kaituna.
No. B11.-Akabshuru.
No. B15.-Kiangsu.
No. B16.-Hellas.
No. B19.-Gustav Diederichsen.
No. B20.-Liangchow.
No. B21.-Tal Yuan.
No. B25.-Wilfred.
No. C1.-Haldis.

BANK LINE (CHINA) LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO. LTD.

UNITED KINGDOM & CONTINENT

S.S. "CITY OF WINDSOR" Havre, London, Rotterdam & Hamburg, Glasgow, ... 10th July

S.S. "CITY OF ROUBAIX" Havre, London, Rotterdam & Hamburg ... 8th Aug.

S.S. "CITY OF BATH" Havre, London, Rotterdam & Hamburg ... 8th Sept.

NEW YORK, BOSTON & BALTIMORE

ALSO AGENTS FOR

AMERICAN AND MANCHURIAN LINE

ANDREW WEIR & CO.

SEVICES TO

BOSTON, NEW YORK & BALTIMORE

MAURITIUS & SOUTH AFRICA

S.S. "TINHOW" ... 31st July

loading for Mauritius Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay at Capetown

LIMITED PASSENGER ACCOMMODATION AVAILABLE.

ALSO AGENTS FOR

KLAVENESS LINE

(PACIFIC COAST-ASIATIC SERVICE)

HONGKONG DIRECT TO LOS ANGELES, (in 21 Days)

SAN FRANCISCO, PORTLAND AND PUGET SOUND.

M.V. "SOMERVILLE" ... 25th June.

Issuing through B/Lading to GULF & ATLANTIC Coast with transhipment at Los Angeles by first opportunity.

ALL SAILING SUBJECT TO ALTERATION WITHOUT NOTICE.

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Telephone: 27781.

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(COMPANIES INCORPORATED IN ENGLAND).

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TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND & QUEEN-
LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"KARAKI-HIND"	13,000	30th June	Bombay, Marselles & London.
"BEHAR"	6,000	7th July	Bombay, Maru, Havre, L'don.
"KIDDERPORE"	5,300	14th July	S'pore, Paag, Calcutta & Hong.
"RAJPUTANA"	17,000	14th July	Bombay, Marselles & London.
"BOUDAN"	6,700	21st July	Bombay, Maru, Havre, L'don.
"RANCHI"	17,000	28th July	Bombay, Marselles & London.
"CARTHAGE"	16,000	11th Aug.	do.
"BURDWAN"	6,900	18th Aug.	Bombay, Maru, Havre, L'don.
"RANPURA"	17,000	25th Aug.	Bombay, Marselles & London.
"CORFU"	15,000	8th Sept.	Bombay, Marselles & London.
"SOMALI"	7,000	15th Sept.	Bombay, Maru, Havre, L'don.
"MANTUA"	11,000	22nd Sept.	Marselles & London.
"RAJWALPINDI"	17,000	29th Oct.	Bombay, Marselles & London.
"BANALORE"	6,000	13th Oct.	Bombay, Maru, Havre, L'don.
"COMORIN"	15,000	30th Oct.	Bombay, Marselles & London.
"RAJPUTANA"	17,000	3rd Nov.	Bombay, Marselles & London.
"BHUTAN"	6,000	10th Nov.	Bombay, Maru, Havre

MAILS FOREIGN

Head Office
65, BROADWAY, NEW YORK

Capital	U.S. \$6,000,000.00
Surplus	U.S. \$2,7112.63
Reserves	U.S. \$1,955,528.3

BRANCHES :—

Bombay	Istanbul	Piræus
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Calcutta	Lucerne	Singapore
Cannes	Lugano	Southampton
Colombo	Luxor	Taormina

Copenhagen	Manila	Tientsin
Dublin	Marseilles	Yokohama

Genoa. Montreux
" Branches of American Express

Company in Principal Cities of
United States of America and
Canada.

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ing Transactions undertaken.

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handled.

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and, in addition, the world wide
services of its thoroughly equipped
Travel Department.

C. H. BENSON,
General Manager.

**THE YOKOHAMA SPECIE BANK
LIMITED.**

Capital (fully paid up) .. Yen 100,000,000
Reserve Fund Yen 122,750,000

Berlin	Karachi	Janeiro
Bombay	Kobe	San Francisco
Calcutta	London	Seattle
Canton	Los Angeles	Semarang
Dairen	Manila	Shanghai
(Dairen)	Moji	Singapore
Fengtien	Nagasaki	Sourabaya
(Mukden)	Nagoya	Sydney
Hamburg	New York	Tientsin
Hankow	Osaka	Tokyo

Hong Kong Peiping Yinkow
Interest allowed on Current Accounts.
Deposits received for Fixed Periods at rates to be obtained on application.
G. KISHINAMI, Manager.
Hong Kong, 11th Apr., 1934. [3]

NEDERLANDSCH INDISCHE
HANDELSBANK, N.V.

(NETHERLANDS INDIA COMMERCIAL BANK)
Established 1863 at Amsterdam.
Authorized Capital ..Glds 100,000,000.0
Paid up Capital ..Glds 55,000,000.0

Reserve FundGlds. 28,000,000.00
Head Office:—AMSTERDAM.
Head Office for Asia:—BATAVIA.

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India, Singapore, China and Japan.

Every description of Banking
and Exchange business transacted
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C STIGTER,
Manager

JOB PRINTING.

THE HONGKONG
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that they have recently re-
opened their

**JOB PRINTING
DEPARTMENT.**

This Department specializes in all the necessary branches including the compiling and proof-reading of monthly and quarterly publications.

This Department specializes in all the necessary branches including the compiling and proof-reading of monthly and quarterly publications.

Considerable work is being done for the HONG KONG & SHANGHAI BANKING CORPORATION and other Banks, which includes letter heads

printing, ledger work, special
forms, etc., etc.

Assuring you always
our best attention.

KOEHLER & CO.
19, B.C. Shameen,
Agents.

Letters and postcards for Europe and South America are forwarded "via Siberia" if so superscribed.

DEWARD MAILS

FROM	PER	DATE
SHANGHAI AND SWATOW STRAITS ...	<i>Anglo-Chinese</i> ...	26th June
SHANGHAI AND SWATOW SAIGON AND AIR MAIL ex Marseilles ...	<i>Hellas</i> ...	20th June
Saigon Service ...	<i>Norwegian</i> ...	26th June
MANILA ...	<i>Helicon</i> ...	27th June
AMOI AND SWATOW ...	<i>Emp. of Canada</i> ...	27th June
CALCUTTA AND STRAITS ...	<i>Van Heuts</i> ...	27th June
JAPAN ...	<i>Tokaido</i> ...	27th June
JAPAN AND SHANGHAI ...	<i>Admiral</i> ...	27th June
EUROPE via SUED (Letters and Papers) London, 31st May - and parcels, 14th May - and Air Mail ex Amsterdam - Bandoeng Service ...	<i>Admiral Maru</i> ...	27th June
STRAITS ...	<i>Nanchi</i> ...	27th June
JAPAN ...	<i>Ginjo Maru</i> ...	28th June
JAPAN ...	<i>Tokio Maru</i> ...	28th June
SAIGON ...	<i>Tokushima Maru</i> ...	28th June
STRAITS ...	<i>celis Roussel</i> ...	29th June
JAPAN AND SHANGHAI ...	<i>Hakodate Maru</i> ...	29th June
SHANGHAI ...	<i>Kuon-I-Hind</i> ...	29th June
CALCUTTA AND STRAITS ...	<i>Kankana</i> ...	1st July
SHANGHAI ...	<i>Holland</i> ...	2nd July
STRAITS ...	<i>Jean Laborde</i> ...	3rd July
AUSTRALIA AND MANILA ...	<i>Aquapor</i> ...	3rd July
SHANGHAI ...	<i>Belore</i> ...	4th July
CANADA, U.S.A., HONOLULU, JAPAN and SHANGHAI (Vancouver B.C. 13th June) ...	<i>Sarpedon</i> ...	4th July
STRAITS ...	<i>Emp. of Russia</i> ...	4th July
JAPAN ...	<i>Ganga</i> ...	5th July
JAPAN ...	<i>Brisbane Maru</i> ...	5th July
JAPAN ...	<i>Africa Maru</i> ...	5th July

OUTWARD MAILS

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m., registered and parcel mails are closed at 8 p.m. on the previous day.

FOR	PER	DATE AND TIME
*Manila, Malacca and Sourabaya	Tynggora	Tuesday, 25th 9.30
Straits and Calcutta	Shirala	Parcels 11.30
Swatow and Foochow	Wing Lee	Letters 11.30
Fort Sayard	Wing Wo	1.30
Hobow and Bangkok	Kuyang	1.30
Swatow, Amoy and Foochow	Amoyang	3.00
Manila	Free Lencoin	4.30
Haiphong	Canion	Wednesday, 3 2.00
Swatow	Saistan	3.00
Amoy	Tai Yuan	2.30
Amoy	Takada	5.00
Shanghai and *Japan	Ranchi	Thursday, 28th 4.30
Amoy and Formosa via Swatow	Laili Mura	10.30
Straits	Van Heuts	10.30
Swatow	Hydrangia	3.00
Shanghai, Japan, Honolulu, Canada, U.S.A. Central and South America and *EUROPE via Vancouver, B.O. (Parcels for Canada only) — due Vancouver, H.M., 18th July — and *EUROPE via Siberia	Emp. of Canada	Par. 28th, 5.00 Reg. 29th, 8.15 Letters 10.00
Hobow, Pakhoi and Haiphong	Kingyuan	Friday, 29th 1.00
Swatow, Amoy and Foochow	Heishang	3.00
Shanghai and Japan	Felix Boussei	4.30
Manila, Rabaul, Australia and New Zealand via Brisbane—due Brisbane, 17th July	Nankai	Par. 29th, 0.45 Reg. 30th, 8.00 Let. 30th, 8.30
Letters for "Bandoeng—Amster- terdam Air Mail Service"	Kaiser- I-Hind	K.P.O. Reg. 29th, 4.30 Let. 29th, 5.00 Reg. 25th, 5.00 Let. with, 9.00 Kooloon P. at 29th, 4.30 Reg. 30th, 4.15 Letters 4.00
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and EUROPE via Marseilles—due Mar- seilles, 27th July	Kaiser-I-Hind	Par. 29 h, 5.00 Reg. 30th, 9.45 Letters 10.30
Amoy	Hupoh	Saturday, 30 3.30
Manila, Australia and New Zealand via Thursday Island—due Thursday Island, 12th July	Ohangye	Parcels 3.00 Reg. 4.15 Letters 5.00
Bangkok via Swatow	Kiangsu	Sunday, 31 9.00
Swatow, Amoy and Formosa	Union Mura	9.00
Foochow via Swatow	Yaching	9.00
Batavia	Thiondara	Tuesday, 31 10.30
Letters for "Saigon—Marseil- les Air Mail Service"	Jean Laborde	K.P.O. Reg. 9.30 Let. 9.30 G.P.O. Reg. 10.00 Let. 10.30 Kooloon P. Reg. 10.00 Letters 11.00
Saigon, Ceylon, India, Mauritius, East and *South Africa, Egypt and EUROPE via Marseilles—due Mar- seilles, 31st July	Jean Laborde	Reg. 10.45 Letters 11.30
Fort Bayard, Hobow, Pakhoi and Haiphong Swatow, Amoy and Foochow	G. G. Paul Dousier Hoi Neng	Wednesday, 4 Kooloon P. Reg. 1.00 Letters 1.00 G.P.O. Reg. 1.45 Letters 2.30
Straits, Ceylon, India, Mauritius, East and *South Africa, Egypt and EUROPE via Marseilles—due Mar- seilles, 3rd August	Sarpedon	

* Superscribed correspondence only

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F.D. &